VOL. CCXXIII, No. 2906
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Regd

THE SPHERE
With which is incorporated "BLACK & WHITE"
OCTOBER 22, 1955

The SPHERE

with which is incorporated The GRAPHIC

MOTOR SHOW NUMBER

THE 1955 EXHIBITION AT EARLS COURT

SPECIAL ILLUSTRATED SECTION IN THIS ISSUE

EL TROVADOR
FABRICA DE TABACOS EL TROVADOR JAMAICA
JAMAICAN CIGARS

Cussons
IMPERIAL LEATHER
Luxury Toilet and Bath Soaps

Apollinaris is the natural mixer with Scotch...
ask for a Scotch and POLLY

Drambuie
THE DRAMBUIE LIQUEUR CO., LTD., YORK PLACE, EDINBURGH.

F M
Fortnum & Mason
for the everyday necessity
the occasional extravagance

By appointment Cyder makers to THE LATE KING GEORGE VI • THE LATE QUEEN MARY
WILLIAM GAYMER & SON LTD • ATTLEBOROUGH & LONDON
GAYMER'S CYDER
FOR THOSE WITH A TASTE FOR QUALITY

By Appointment Purveyors of Cognac Brandy to the late King George VI
COURVOISIER
★★★ COGNAC V.S.O.P.
The Brandy of Napoleon

VAPEX
TRADE MARK
CLEARS COLDS QUICKLY
In four convenient forms:
VAPEX MEDICATED RUB
VAPEX INHALER } to carry with you
VAPEX PASTILLES } and use at bedtime
VAPEX INHALANT
for handkerchief and pillow
From your chemist
VIB

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-

Setting the Style

From well-groomed head to well-shod feet she's elegance itself. The same pride—and care—is reflected in her car. Immaculate interior . . . brilliant bodywork . . . gleaming glass and chromium . . . and, to set off the whole, the smartness of Dunlop White Sidewall tyres. Distinctive, dependable and safe, these tyres—in 'Dunlop', Dunlop Fort and Roadspeed types—will enhance the design and colour of *your* car. Whether or not you choose White Sidewall, do make sure you keep to Dunlop—with or without the tube, as you please.

DUNLOP

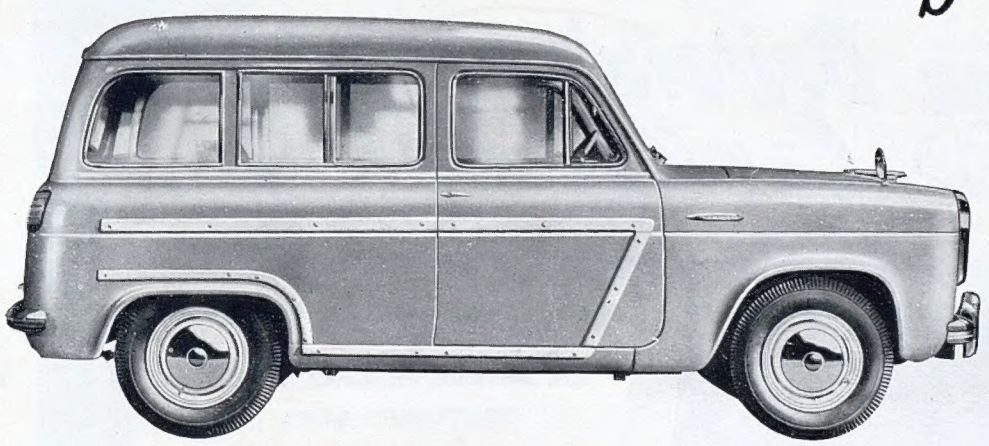
makes the tyre you want

SH/113

The Greatest Show on Show

by FORD

EARLS COURT • STAND 137



plus the new
SQUIRE and ESCORT

REMEMBER POPPY DAY

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MOTOR VEHICLE MANUFACTURERS
FORD MOTOR COMPANY LTD.

FORD '5-STAR' MOTORING

THE BEST AT LOWEST COST

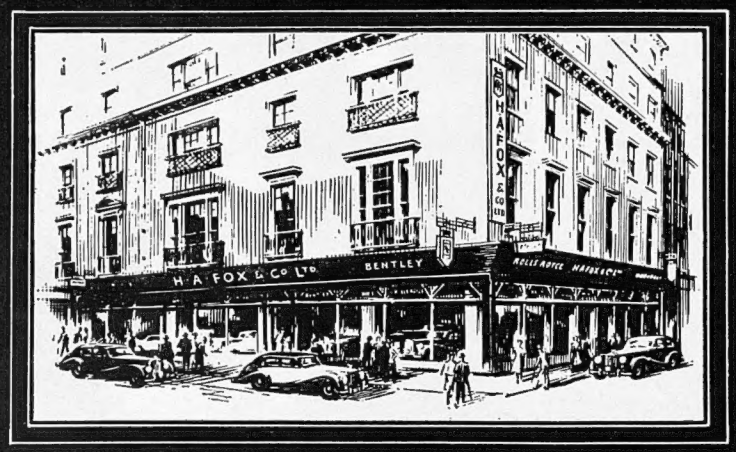
FORD MOTOR COMPANY LIMITED · DAGENHAM

*

H.A.FOX & CO. LTD.

Officially appointed Retailers of

ROLLS-ROYCE & *BENTLEY*



ROVER · ARMSTRONG SIDDELEY SAPPHIRE
ALVIS · DAIMLER · STANDARD · TRIUMPH

3-5, BURLINGTON GARDENS, OLD BOND ST., W.1.

Telephone: REGENT 8822 (5 LINES)

SERVICE WORKS
212, NEW KINGS ROAD
FULHAM, S.W.6
REN. 3866

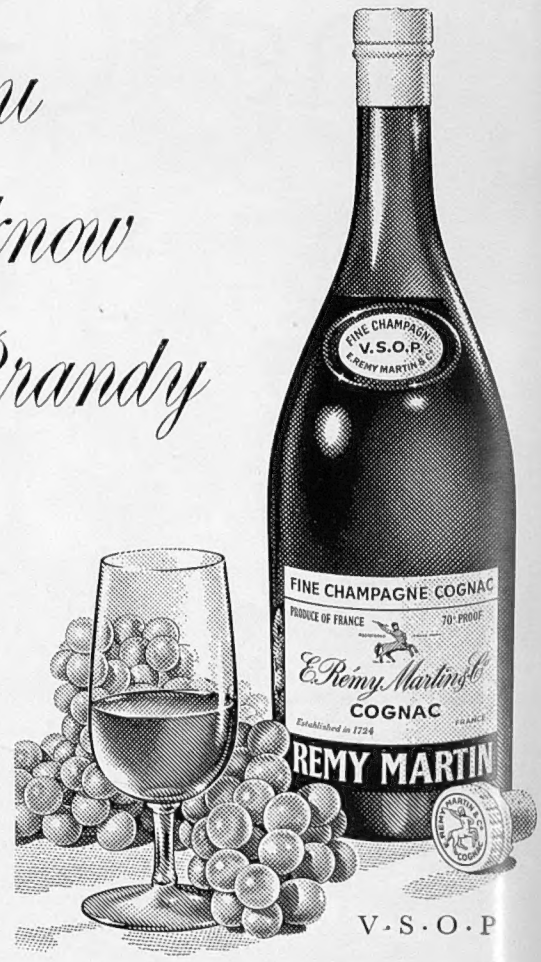
COACH WORKS
PROPS. OF W.M. PARK LTD
MORTLAKE RD. KEW
RIC. 5625

SPECIAL RETAILERS of H.J. MULLINER *COACHWORK*

What you should know about Brandy

V·S·O·P

The best brandy comes from Cognac. The finest Cognac comes from the Grande and Petite Champagne districts in the centre of Cognac. *All* Remy Martin Cognac is made from grapes grown *exclusively* in these two areas. That is why people ask for Remy Martin and are never disappointed.

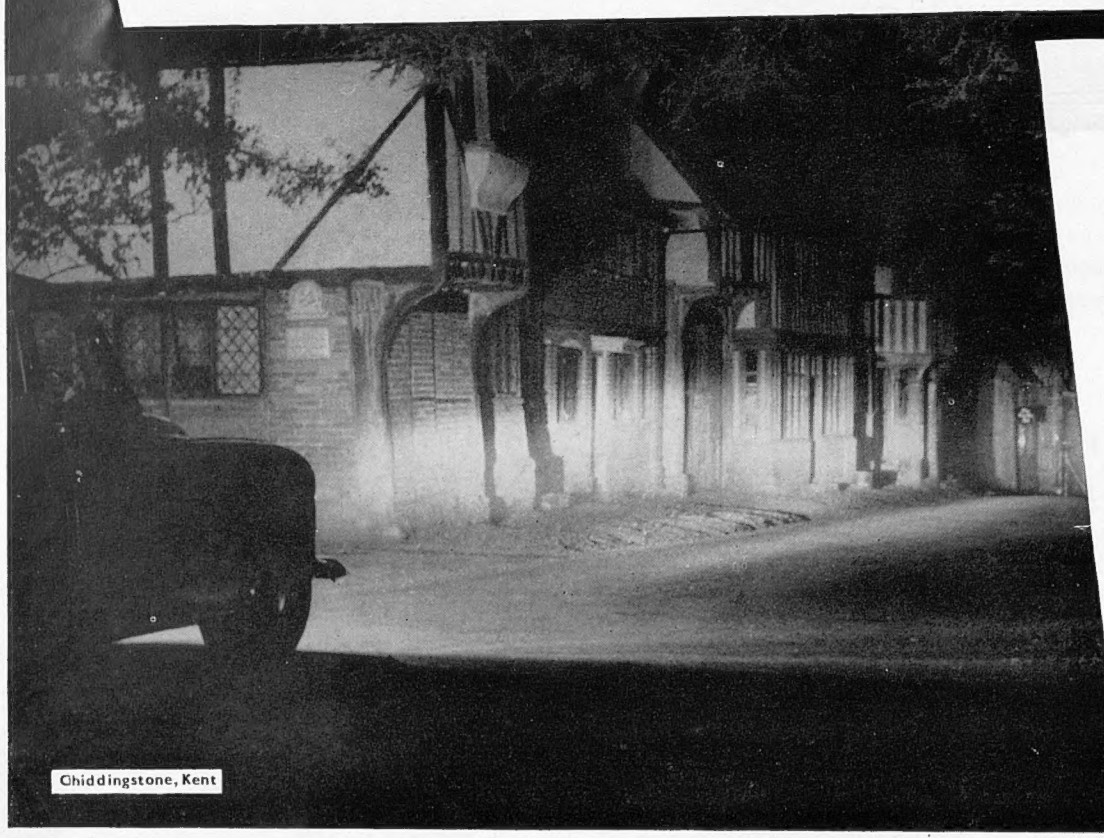


V·S·O·P

REMY MARTIN

Pride of Cognac

LUCAS *Britain's Best Car Battery!*



WITH MANY EXCLUSIVE FEATURES AND

2 YEARS insured life

AT NO EXTRA COST!

(The Two Years Insured Life Scheme applies to the British Isles only)

Chiddingstone, Kent

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

IT makes history!

Those Internationally Tested qualities found in all Standard cars are now presented to you in a NEW Standard model—a car for this day and age, superb in its comfort and up-to-the-minute refinements. IT brilliantly makes motoring history once again!

Fitted with the famous 2-litre engine that has already proved its reliability in hundreds of thousands of Standard-made vehicles since the war, the new Vanguard III brings you such features as automatic entry lights to all doors; front doors that can be locked internally or externally as desired; roomy, deep cushioned comfort for six; simplified, finger-light controls; perfect vision front and rear through wide glass screens; two tail and stop lamps and reversing light placed so that all are easily seen by following vehicles; handsome, aerodynamic body lines, plus these special safety features: doors hinged to open to the rear; dual purpose switches; electrically operated screen washer and air conditioning to avoid window misting, Dunlop tubeless tyres—putting this fine car magnificently miles ahead. . . .

★ *Overdrive can be fitted on 2nd and 3rd gears as an optional extra.*

—the NEW

Standard Vanguard III

PRICE £599 (P.T. £250.14.2) TOTAL £849.14.2

THE STANDARD MOTOR COMPANY LTD., COVENTRY, ENGLAND London Showrooms: 15-17 Berkeley Square, W.1 Tel: Grosvenor 8181

STANDARD CARS

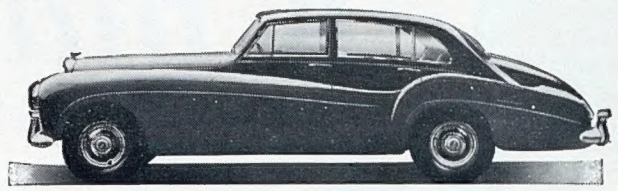
STANDARD CARS TRIUMPH CARS · STANDARD COMMERCIAL VEHICLES · STANDARD DIESEL ENGINES · FERGUSON TRACTORS

"Three Castles"
cost a little more...

TC 3

ROLLS-ROYCE

JACK OLDING & CO.
(MOTORS) LTD
OFFICIAL RETAILERS
ROLLS-ROYCE & *BENTLEY* CARS

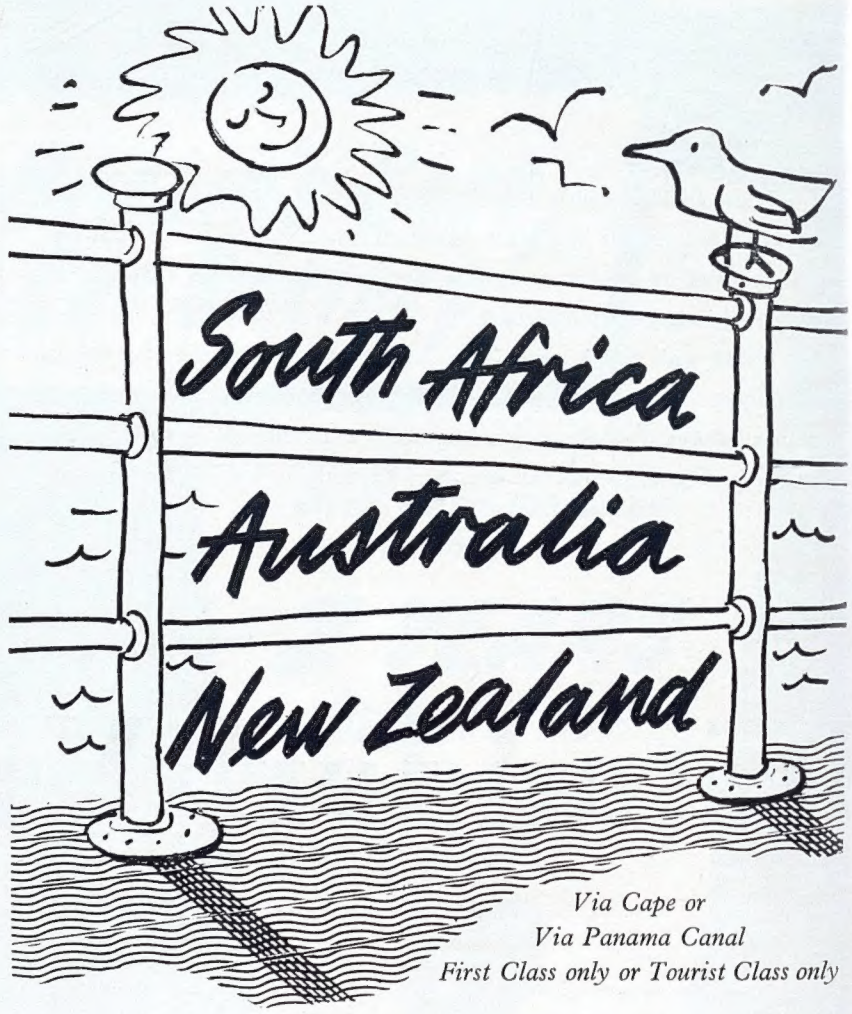


Bentley 'S' Series with special 4-door 6-light Saloon by Freestone & Webb as exhibited on Stand No. 104, International Motor Show.

Specifications and Photographs sent on request
Part exchanges negotiated

AUDLEY HOUSE, NORTH AUDLEY STREET, MAYFAIR, W.1
Telephone: MAYFAIR 5242-3-4

KENSINGTON SHOWROOMS AND SERVICE WORKS
84-90, HOLLAND PARK AVENUE, KENSINGTON
TELEPHONE: PARK 5077



Via Cape or
Via Panama Canal
First Class only or Tourist Class only

The Tourist-Class "SOUTHERN CROSS" makes four Round-the-World Voyages a year

SHAW SAVILL LINE

11A LOWER REGENT ST., LONDON, S.W.1. Tel: WHItehall 1485 *or local Travel Agent*

BLUECOL IS ALWAYS ON GUARD

Unprotected cooling systems are a sitting target for frost. Of course, you can always drain the radiator at night—and provided you do drain completely every night without fail and don't forget to fill up again in the morning, you may be safe from frost at night. But if you have a heater fitted in your car you will find *complete* draining almost impossible. And, in any case, what an effort! And what do you do during the day? On cold days you can freeze up while you're parked in the street; on very cold days you can even freeze up while you're driving. Then you're still heading for a cracked cylinder block, and a £30 repair bill.

The real answer to frost danger is Bluecol, the doubly safe anti-freeze. Bluecol is safe against even 35° of frost, and safe (because of the special inhibitors it contains) against rusting and similar chemical action. One fill of Bluecol will give you complete protection from frost, day and night, right through the winter. Bluecol is always on guard.

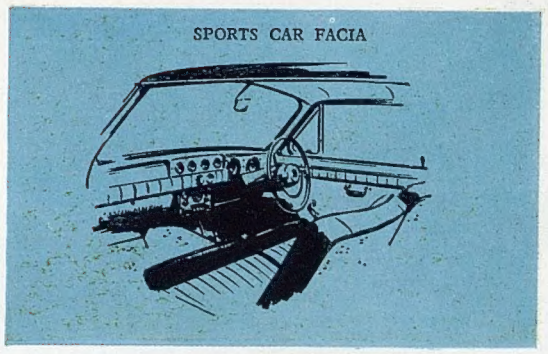
BLUECOL

THE **DOUBLY** SAFE ANTI-FREEZE

Available from all good garages and leading accessory suppliers.

one of SMITHS *accessories for better motoring*

SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED



From Bonnet to Boot . . .

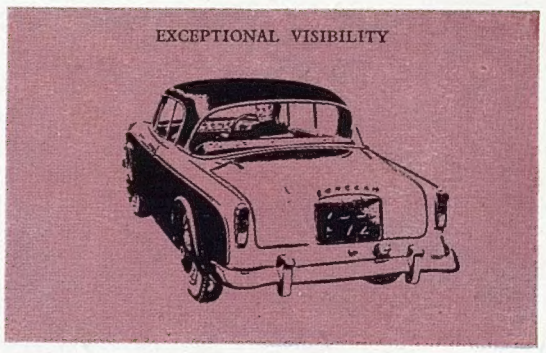
A SUPERB NEW CAR

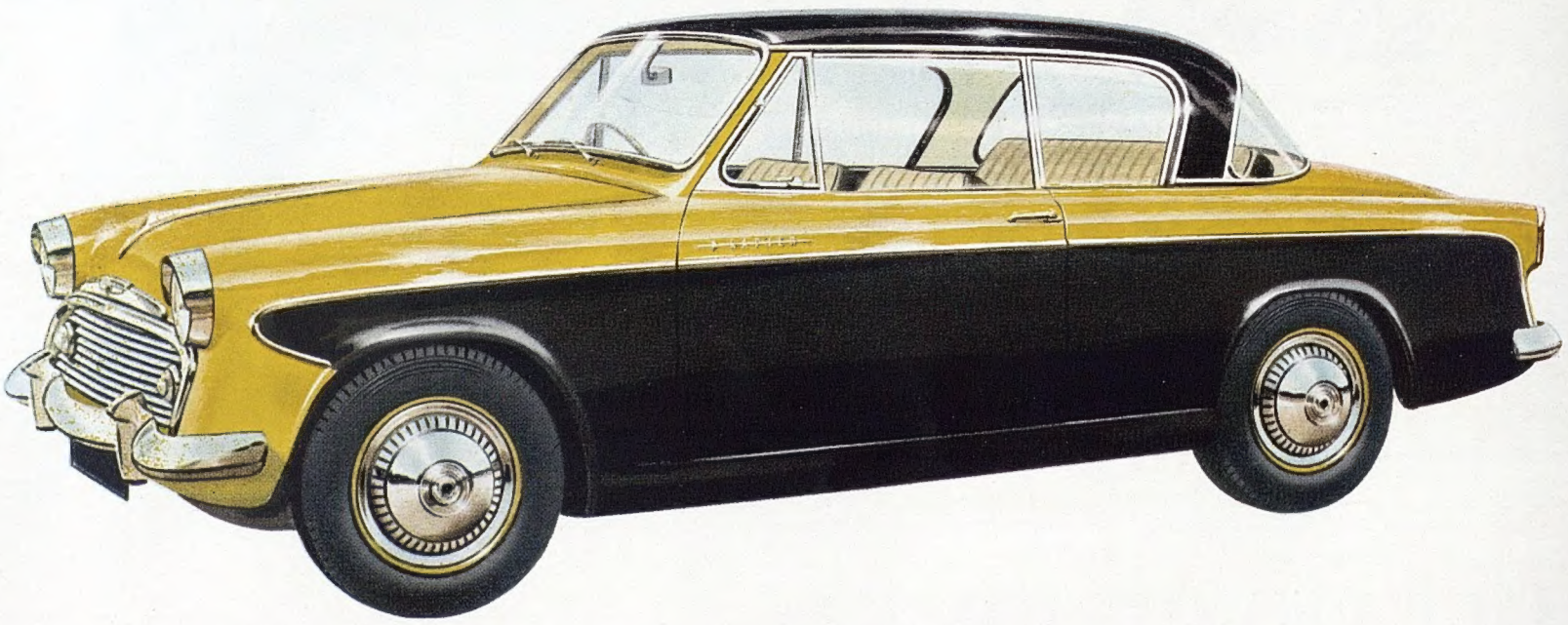
The exhilarating

Sunbeam

RAPIER

Limpet-like road holding, flashing acceleration to around 90 m.p.h., superb styling and comfort . . . From every angle this newest addition to a famous family of Rally Champions is the most exciting car for years. . . . See it at the Motor Show, Stand No. 159.





1·4 LITRES · OVERDRIVE STANDARD · TWO-TONE STYLING · LUXURIOUS REFINEMENTS

SUNBEAM-TALBOT LIMITED, COVENTRY. LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

A PRODUCT OF THE ROOTES GROUP

Volume CCXXIII No. 2906 The SPHERE, London, October 22, 1955

The SPHERE

with which is incorporated THE GRAPHIC

THE ROYAL NAVY IN LENINGRAD—GENERAL ZAHAROV, COMMANDER OF THE LENINGRAD GARRISON, WELCOMES ADMIRAL SIR MICHAEL DENNY, IN COMMAND OF THE BRITISH SQUADRON: The Admiral, flying his flag in the aircraft-carrier *Triumph*, had just arrived in Leningrad with five other Royal Naval ships on a goodwill visit, reciprocating the visit being made to Portsmouth by a Russian squadron. The British sailors were given an enthusiastic welcome in the Baltic port.

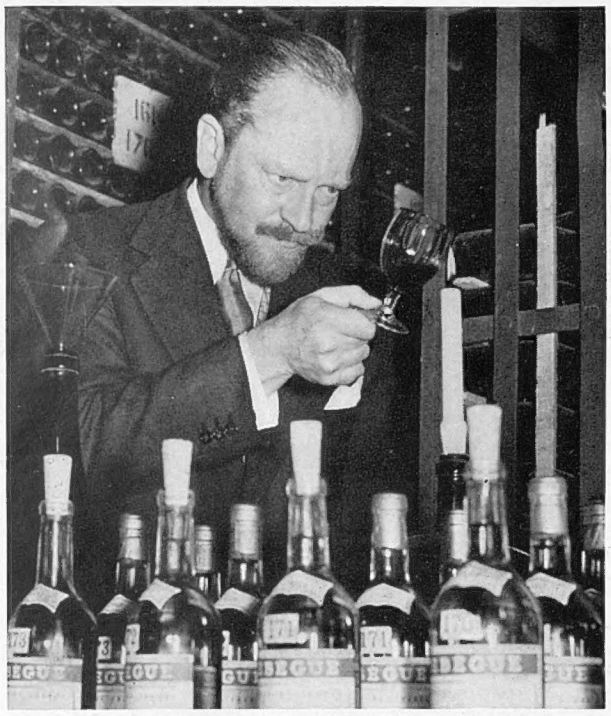
Into the Neva last week there sailed a Royal Naval squadron consisting of six ships—the 13,190-ton aircraft-carrier *Triumph*, the minelayer *Apollo*, two of the light "Daring" class warships and two destroyers. In command was Admiral Sir Michael Denny, Commander-in-Chief, Home Fleet. Large crowds waited to welcome them and to show that spirit of generosity and friendliness which is part of the ordinary Russian citizen's character. Not only were the British taken on official tours of the sights of Leningrad, they were also frequently the centre of interested groups of questioners in the streets and were often invited into Russian homes. In return the ships of the squadron were opened to visitors, who came on successive days in increasing numbers. Apparently they had first to obtain permission from the local Soviet authorities. Apart from *Apollo*, which was remaining until Tuesday, the squadron sailed for home on Monday. Their start had been delayed for some hours by bad weather. Then having cleared Leningrad they had to anchor owing to danger from mines cut loose by the storm. ("The Red Fleet At Portsmouth," see pp. 164-65.)

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3½d.

WINE-TASTING IN LONDON

THE ANNUAL TASTING OF FRENCH WINES IN THE CELLARS OF J. L. P. LEBÈGUE AT LONDON BRIDGE : A general view of the cellars showing some of the tables laden with 177 different wines and illuminated by rows of candles set in magnums. The wine-tasting, attended by connoisseurs, château owners from France, growers and wine merchants, is said to be the most important of its kind in the world. As this year marks the centenary of the Paris Exhibition of 1855, a special stand consisted of a post-war vintage bottle of each of the "Classed Growths" approved by the Bordeaux Chamber of Commerce for the exhibition a century ago. Another innovation at the tasting was a display of current books about wine. The "Blind Tasting" was of First Growth Claret Vintages prior to 1952.

THE GUESTS TOUR THE STANDS : From left are Mr. Douglas Dillon, the U.S. Ambassador to France ; M. Chauvel, the French Ambassador in London, and Marquis Bertrand de Lur-Saluces.



TESTING WINE FOR COLOUR BY CANDLELIGHT : Mr. Russell Purchase, of the fifth generation of wine merchants of Chichester, tests the colour of a wine in the candle-lit cellars at London Bridge.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.*2. *The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.* ; 6 *months and Christmas Number,* £3 ; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.* ; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

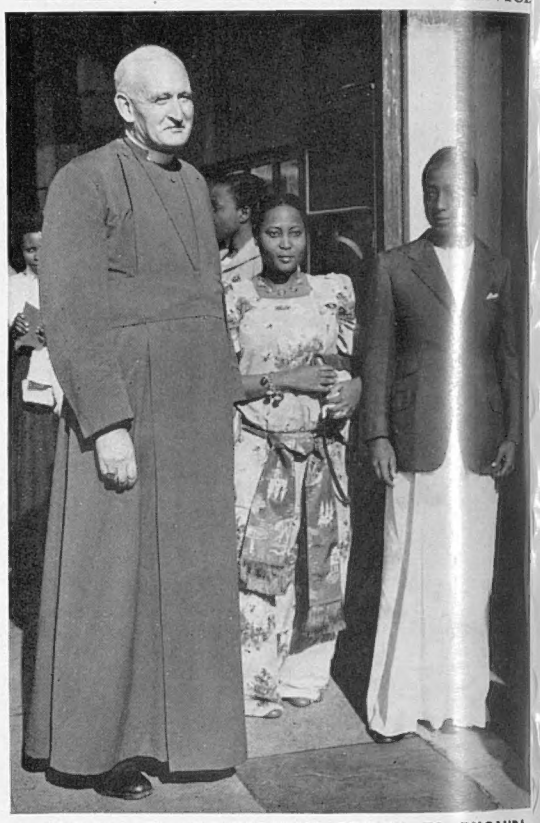
Bournemouth.—The Premier confounded the prophets in his address to his party at Bournemouth. He revealed a party enthusiastically united. His prophesied Cabinet shuffle is postponed *sine die*. There will be no cut in the two-year term of national service. "Operation Restraint" will be carried out by the present ministers, and the cuts in defence will be achieved by the most flexible process possible—in view of "cold war" uncertainties. Reduction in period of service would have shaken N.A.T.O. and led to too severe a reduction in trained men. Fewer call-ups, much reduced part-time and refresher service, better conditions for regular service, are designed to help industry and effect Army economy without loss of efficiency. It may be so, but the call-up age variations do not appear to relieve industrial headaches. No doubt, Mr. Butler is to be the C.-in-C. of "Operation Restraint." A party jamboree must inevitably deal in fine phrases and generalities, and the Bournemouth jamboree necessitated sealed lips and silence about brass-tacks until Parliament has met. Then again the meeting was a sentimental occasion—farewell to Lord Woolton—and it would have been odd if party unanimity had not been 100 per cent. in bidding him farewell. So in truth the Premier's *news* was confined to his intentions in the matter of reducing the strain of national defence and national service. Mr. Butler's hand is still to be laid on the table. But the enthusiasm of the party for their Premier was as wholehearted as for their retiring party organiser of victory.

Margate.—Here things warmed up rather slowly. Mr. James Griffiths was unexceptionable to moderate men, though he played to a rather empty house. Three more years of Tory rule must be accepted and it was no time to catalogue a long list of new industries to be nationalised. The time for more nationalisation would come when a single instance of successful nationalisation could be pointed to. Nor would another ready-made Socialist plan for prosperity for all be wise. This time they must consider brass-tacks before announcing policies, and the three years available would not be too long and might, indeed, be the party's salvation. For one thing, in three years Mr. Butler's promise of prosperity might well have proved as visionary as their own in 1950, and then the country would perhaps—human memory being short—give the other side another chance. Moreover, moderation being temporarily in fashion, a programme of 100 per cent. Socialism might not attract to the party the young men needed. The ten fields of study, from equality to automation, must be carefully explored. For the rest, though it is not their province to trench on trade union prerogatives, the Conference expressed strongly its detestation of unofficial strikes which have for so long sullied and damaged every interest concerned in industry and done irreparable harm to our nation. Margate, in fact, seemed as conventional, as polite, as old-world, a watering-place as Bournemouth—until Mr. Bevan made the occasion one for a personal attack on T.U. leaders and saw in their rejection of the speaker a prime cause of the election defeat. Nevertheless, it was Mr. Bevan who got the biggest ovation from his supporters, declared and undeclared, even while the "counsel of the old men" received majority endorsement. There is one strong point to be mentioned (it seldom is mentioned) in the patience and moderation of the counsel of the old men of Margate. Mr. Butler's plan for prosperity depends on trusting the people. It could, it can, work if the nation rallies to the Government standard and resolves to work and accept discipline as never before in the interest of the nation as a whole. No Socialist plan for prosperity has depended, or is likely to depend so largely on "trusting the people." The Socialists have helped to make the people what they are and they prefer to hold in reserve alternative means of financing their paradises if the people run true to form as they judge it to be. They consider Mr. Butler's plan a considerable gamble.

France's "Damnosa Hereditas."—The French North African possessions, at this time at any rate, are proving *damnosa hereditas*, draining her dry and, incidentally, knocking the stuffing out of N.A.T.O. The territory has no frontiers closed to the enemy. Some 200,000 soldiers and police cannot guard against gun-running by foreign sympathisers where the coastline alone is 1,000 miles long, and half of the available forces are pegged down as garrisons, some beleaguered, or for the policing of the larger towns. For the rebels, the conditions are unusually favourable. The vastness of the territory, with its abundant and impermeable hideouts, and a local population sympathetic, or at least unwilling to obstruct, no lack of modern arms and an infinitely greater skill and knowledge of swift and unobserved movement, enable the terrorists to make rings round regular troops, however well equipped. It is not surprising if the theory gains ground in France and on the spot that force of arms alone can bring no solution. But what is the alternative within reasonable time ? We in Britain should be the last to offer suggestions or propose an abandonment. In ways less disastrously exhausting we have gone the same road for the same principle, and we are at it still, remembering, as the French do, the solid values of a Colonial Empire, and reluctant to abandon it to nationals unfit to rule.

The Day's Work.—The Socialist Membe for Erith and Crayford afforded *The Times* a subject fo its "light article"—a more tremendous trifle tha usual, with a sting in its glittering tail. Mr. Dodd had watched a gang of men doing a job for one o our nationalised industries. "They drank tea, the lounged, they ate, they talked. Apparently the thin they did least was to work. . . . There was one youn man whose sole purpose was to watch and make tea." "They are robbing the people" was his verdict, an *The Times* thought it high time somebody said so A good many people have said so, for years, but thei words have not the circulation or the authority of *Th Times*. One can observe the robbery of the tax- an rate-payers almost anywhere. The road-men in rura districts may sometimes be seen enjoying elevense when you pass on a job at 9.30, and are still enjoyin elevenses when you return at luncheon time. Whe a water pipe has to be dug in across a country road it usually requires a gang of half-a-dozen men and half of them are batmen or observers—learners perhaps. Full employment is no doubt a good thing but how many man-hours of full employment are spent on work, let alone on work of vital importance to the community ? Is the figure 50 per cent. ? Ther are still a few survivors from the "bad old days" o discipline by competition. A few old domestic servant remain to shame the modern type. A few old crafts men remain to do an honest day's work because thei craft is also their hobby. There is still a big proportion of honest workers even in the dull, mechanical trades and agriculture has a good record in honest service. In the factories and the pits, no doubt, the contracted hours of work must be strictly observed.

KABAKA AT THANKSGIVING SERVICE



A PRELUDE TO THE KABAKA'S RETURN TO BUGANDA : He attends a thanksgiving service at St. Martin-in-the-Fields, London, before setting out for Kampala, the Buganda capital, last week-end, after nearly two years of exile. The Kabaka is returning to his throne in accordance with the new Constitution for Buganda. Also seen in this picture are the Kabaka's sister, and the Rt. Rev C. E. Stuart, who was formerly Bishop of Uganda

"As Others See It."—But those wh pay the piper, in nationalised and private industries in local government and central government, no longe call the tune. The pipers are stronger, their instrument are sharper. They can play when it suits them. Flattered and feather-bedded, they know very well that full employment must be maintained by any Govern ment that hopes to survive and that full employment on paper answers the purpose of all concerned. Yet in truth this complaint of slacking at work is not one for sweeping generalities, certainly not fron men who work at desks and are, indeed, no stranger to intervals for tea. The manual worker cannot labou with pick and shovel, sickle and spade, withou frequent breaks, and that fact no doubt in par accounts for the size of gangs on a job and the frequency of elevenses observed on the roads. And, as a thought ful advocate pointed out : The employer buys his labour as cheap as he can (which is not very cheap) and sells his product as high as he can (and it is not very cheap) ; the labourer sells his only bargaining counters, his muscle and energy, for the greatest possible money return, and if that return does not satisfy him, he saves all the energy he can. So, short of a change of heart on a national scale—"all out for the country's prosperity"—there is no remedy but in more exacting foremanship.

The Uses of Advertisement.—It was certainly a new idea to me which was propounded when the Society of British Advertisers met in conference at Hastings: that commercial advertising is, and should be, "an essential element in consumer control; it gives the consumer a choice, and by the exercise of choice, the consumer controls industry." If it be so, Mr. Attlee had something when he spoke of the effects of TV advertising on increasing home sales at the expense of overseas sales. This would be true, no doubt, if every advertiser told the whole truth, made no effort to outsmart his rival and gave the consumer a chance to weigh the merits, with all the facts pro and con, of this article or that of the same type. But what manufacturer would allocate a big sum to advertising uncompetitively? And what consumer would pin his faith on Bloggs' pink pills if he were invited to "try them because they may or may not do you good"? He buys them after it has been rammed into him for years that they cure every disease in the medical dictionary. The consumer, no less than the advertiser, appreciates the value of advertisement. The consumer knows that he is being led down the garden-path. He doesn't ever believe the claims of the advertisement. He knows that it takes years of ramming to bring the *name* of this product among so many to the top of his memory, and then, he knows in his heart, he is buying a name, not a cure-all. He observes the great uses of advertisement in every aspect of his daily life. All his life he has seen how the politician who loses no occasion to attend public banquets, to speak on every possible platform, to have his photograph in the papers and his speeches recorded, does in time reach Ministerial rank, and that the author, who is willing to lecture, to autograph, to submit to illustrated interviews, to write to the Press, does indeed at last become a "well-known" author, and receives such honours and rewards as are reserved for a non-vital occupation. But I doubt if either consumer or advertiser really believes that advertising in any form carries the sacred trust of securing to the "consumer" of books or pills or what not, a chance to make his choice on merit alone.

The Duchess Remembers.—The Duke of Windsor, with the help of a ghost, wrote *A King's Story*. I found it a surprisingly good book, often historically valuable, often very poignant and, for the most part, in good taste. In the latter part of it, no doubt, its value, *per se*, as history was reduced, since it told one side of a story with an object in view; but most histories are one-sided, and the truths of history are ascertained from a balance of both sides or all sides—from many books. And now the Duchess is writing *her* side and does not conceal the fact that it is being written with certain objectives in view: To prove "that she was born on the right side of the tracks" (whatever that may mean); that she and the Duke are happy, busy people; that the Royal Family and British people treated the Duke and herself very meanly in not according her a "Royal Highness"; and to show that the Duke was not pro-German. I fancy that with most people, apart from his own story of the Abdication crisis, public interest in the Duke's book and sympathy in his career fastened chiefly on his life as Prince of Wales. Accordingly, the Duchess's contribution, which will largely deal with their lives as Duke and Duchess of Windsor, is unlikely to be of comparable interest or to command comparable sympathy. Of the four objectives, the third will be hard to achieve, and the fourth seems hardly worth a chapter of special pleading. Meanwhile, the Duchess's first ghost, Cleveland Amory, an American novelist, has vanished from the scene of his labours with the cryptic utterance: "The facts of life are very stubborn things." That is true of all facts: they are stubborn when you try to dig them out and stubborn when you try to dress them up. And once disinterred, they stubbornly resist reburial. But there is a material virtue in writing such books. They pay very handsomely, and if they receive pre-publication serialisation, they receive the handsomest pre-publication publicity.

The Roe-deer.—Mr. Henry Tegner—a doughty champion—struck a tardy blow for the little roe-deer whose species is fast vanishing, if it has not vanished, from many Home Counties under the ruthless assaults of landowners, farmers and state foresters. He has seen all the methods used in German State Forests to prevent the damage roe-deer can do, and those methods are practicable and reasonably economical. Here in England extermination proceeds in cruelty and ignorance. The farmers go out in posses of eighteen guns (some licensed) to crack off at any distance at marauding fallow deer, and, not knowing the difference between fallow and roe, they doom to a lingering death any and every type they catch sight of. Mr. Tegner says: "The Germans love the roe-deer. I have yet to meet one who does not do so. Here the majority of landowners, both private and state, appear to loathe them." In this particular I confess myself pro-German.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

WINTER SPORTS

A Six-page Feature Dealing with the European Resorts and Advice on Travel and Equipment

THE PARLIAMENT OF THE CHURCH IN SESSION

THE CONVOCATION OF CANTERBURY MEETS UNDER THE PRESIDENCY OF THE ARCHBISHOP OF CANTERBURY: Dr. Fisher is seen addressing the Bishops and Clergy during the meeting at Church House, Westminster. The picture *on left* shows Dr. Fisher listening to a debate; on his left is the Bishop of Winchester.

The Bishops and Clergy of the Province of Canterbury, meeting in Convocation last week, again turned their attentions to relations between the Anglican Church and the Church of South India. It was stated that since the resolutions passed at the last Convocation there had been concern throughout the Church of England "as to what might happen next." But Dr. Fisher was able to assure his listeners that: "We have no intention whatsoever of abandoning any true part of our Catholic heritage." Concerning the immediate well-being of the Church at Home the Full Synod debated at least two important Reports, one on Nullity and the other dealing with Priests in Industry. On the subject of the experimental use of the new Lectionary, it was agreed that this should operate as from Advent, 1956. As this was the last Convocation which Dr. Wand would attend as Bishop of London, Dr. Fisher said that his scholarship, judgment, and administrative skill would be deeply missed.

PREPARING FOR THE LONDON EXHIBITION OF PORTUGUESE ART

AN EXHIBITION WHICH COINCIDES WITH THE STATE VISIT TO ENGLAND OF THE PRESIDENT OF PORTUGAL: Workmen erecting the coach made in about 1670 for Queen Marie Francisca, Consort of Alfonso VI of Portugal, in readiness for the Exhibition of Portuguese Art which opens at Burlington House on October 29. Standing close to the carriage door is Professor Reynolds Santos, Director of the Portuguese Executive Commission.

A WEEK-END IN BERKSHIRE

Group Captain Townsend Joins Princess Margaret at Allanbay House, Binfield

A MORNING'S RIDING : Group Captain Townsend talks with Miss Norah Wilmot, after he had gone for a morning's riding at Binfield, in Berkshire. Miss Wilmot had lent him a horse from her stables, which are near Allanbay House, where Princess Margaret and Group Captain Townsend were guests of Major and Mrs. John Wills last week-end.

On right—

THE START OF HIS JOURNEY : Before leaving Lowndes Square in London for the week-end at Allanbay House, the Group Captain, about to get into the second car from the right, is surrounded by a crowd of photographers and others.

WITH THE HELP OF THE POLICE : They have made a way through the crowd in Lowndes Square for Group Captain Townsend, so that he can pack his luggage into the boot of his car. When he set out for his destination he was followed by a column of cars and his progress was reported almost mile by mile.

ABOUT TO DRIVE AWAY : A policeman opens the door of the car for Group Captain Townsend to enter in Lowndes Square.

THE HOUSE FOR THE WEEK-END PARTY : This aerial view is of Allanbay House and its grounds at Binfield, in Berkshire. A force of police was sent to guard the gates and patrol the grounds with dogs. Last Sunday Princess Margaret drove to Windsor and, with Queen Elizabeth the Queen Mother, attended the morning service at the Royal Chapel.

THE HOSTESS : Mrs. John Wills, the hostess at Allanbay House, is a cousin of Princess Margaret and one of her closest friends.

PRINCESS MARGARET RETURNS TO LONDON : She is greeted at Euston station on her arrival from Balmoral, where she had been spending the summer holiday with the Queen and other members of the Royal Family. On the evening of the same day Group Captain Townsend paid a call at Clarence House.

THE QUEEN MOTHER COMES HOME BY AIR : Queen Elizabeth the Queen Mother, accompanied by her dog, arrives at London Airport from Wick, near her new Scottish residence, the Castle of Mey.

THE PRINCESS MARGARET STORY—I

THE RETURN TO LONDON

SHORTLY after half-past six on the evening of Thursday, October 13, a well-dressed man, slim and slight, knocked at the door of a side entrance to Clarence House, London. He was Group Captain Peter Townsend, and he was meeting Queen Elizabeth the Queen Mother and her younger daughter, Princess Margaret, for the first time for more than two years.

This visit to Clarence House has, in a way, given official recognition to a friendship of ten years' standing between the Group Captain and the Princess, and has renewed speculation about a Royal romance.

Princess Margaret must be one of the best-known public figures in the world. She is now twenty-five years old ; yet already the Princess has gained a formidable reputation for her wit and gaiety which she has effectively succeeded in combining with the high sense of duty which is characteristic of her family. Princess Margaret is as well known for her devoted companionship to her widowed mother as for her interest in the latest American musical comedies. The arduous Commonwealth tours and State visits are as much reported as her frequenting of late-night restaurants.

Despite the fierce glare of publicity which has been on him, much less is known of Peter Townsend. He was born on November 22, 1914, in Rangoon. His father was Lieut.-Colonel E. C. Townsend, of the Indian Army. His mother, now widowed, lives quietly near the tiny village of Kingswood, Somerset.

After boyhood in India, Peter Townsend came to England to go to school at Haileybury. There he enjoyed an unremarkable career : he found himself struggling with mathematics and a comparatively frail physique in order to keep up both in the classroom and on the Rugby field. But his love of the air, his passion for flying, triumphed, and Townsend passed into the R.A.F. College, Cranwell, in 1933. He was commissioned into the General Duties (Flying) Branch two years later, and when war broke out he was a Flight Lieutenant. Even more important, he was one of the " first of the few."

Before the " phoney " war of the first six months had even come to an end, Peter Townsend had already gained the first of his decorations for gallantry. The citation for his Distinguished Flying Cross in April 1940 spoke of his " qualities of leadership, skill and determination of the highest order, with little regard for his own safety."

Promotion came to this dashing pilot, and with it more decorations. He gained a Bar to his D.F.C., won a D.S.O. for " outstanding powers of leadership and organisation." Then, in the summer of 1941, he had to bale out with a cannon-shell in his foot. Townsend lost a toe, but was back with a fighting unit within a few weeks. He was only twenty-six when he became a Wing Commander.

It was during that summer that Peter Townsend married Miss Rosemary Pawle. They had two sons—Charles, who is now thirteen, and Hugo, aged nine. In December 1952 Townsend was granted a decree nisi against his wife on the grounds of her misconduct. She has since remarried.

Towards the end of the war Townsend came to Court. King George VI was seeking to reward the courage of his officers by opening to them the Court offices which had hitherto, in the main, been confined to a narrow circle of hereditary courtiers. Townsend became one of the Equerries selected.

ON THE WAY TO CLARENCE HOUSE : Princess Margaret drives from Euston to Clarence House, her London home, with Princess Alexandra, who had travelled with her on the train from Balmoral. Princess Margaret was wearing a pink suit with a dove-grey hat.

During the unsettling years of the war and those that immediately followed them the two Princesses were, inevitably, cut off from a good deal of contact with the outside world. Princess Margaret, still a schoolgirl at that time, found herself especially out of touch with great events that were going on around her. She grew to rely on those in contact with the world immediately in her circle, and among those, of course, were the Wing Commander and his wife, to whose home at Adelaide Cottage, at Windsor, the Princess often came.

Those were formative years for Princess Margaret, and there can be little doubt that Peter Townsend encouraged in her a love for horses and for flying, the two passions so dear to him. King George also found the sensitive and sensible airman an invaluable companion, so that when the team for the Royal Tour to South Africa was picked, Peter Townsend found himself included.

It is on a tour of this kind that those who undertake it find themselves depending almost entirely on each other for their off-duty relaxation. The companionship which Peter Townsend gave to Princess Margaret during her school days made it natural for the two to spend much of their time together during the

(*Continued on following page*)

THE PRINCESS MARGARET STORY—II

THE YEARS OF FRIENDSHIP

A DEESIDE GATHERING, 1951 : Princess Margaret, holding the hand of Prince Charles, is seen with her sister at Birkhall. Princess Anne is in the pram. Looking on are officers of the Argyll and Sutherland Highlanders and Wing Commander Townsend.

AT KIMBERLEY, 1947 : Wing Commander Townsend and Princess Margaret chat during the visit of the Royal Family to the "Big Hole" at Kimberley, South Africa.

REPRESENTING THE KING AT QUEEN JULIANA'S INVESTITURE, 1948 : Princess Margaret arriving at the New Church, Amsterdam. She was accompanied by Lady Halifax, the Duke of Beaufort, Lady Margaret Egerton, and Wing Commander Townsend.

ROYAL HUNT CUP DAY AT ASCOT, 1952 : The Queen watches through her binoculars the entries for the big race canter to the starting-post. Behind her stands Wing Commander Townsend. Princess Margaret is seen wearing white furs and a close-fitting, heart-shaped hat. Interest that year was centred on the chances of the Queen's horse Choir Boy winning the Cup, which is seen at the left.

WING COMMANDER TOWNSEND WITH KING GEORGE VI, 1951 : As Equerry to the late King, Wing Commander Townsend accompanied His Majesty to many public functions. Here they are at the Royal review of the British Legion in Hyde Park.

A MUTUAL INTEREST IN AIRCRAFT—AT AN EXHIBITION OF MODEL AEROPLANES, 1948 : Princess Margaret and Wing Commander Townsend are both seen in earnest conversation at Langley, Buckinghamshire. They were visiting the first competition for the Queen's Cup for Model Aircraft which was held in 1948.

(*Continued from previous page*)

off-duty hours in South Africa. The explanations of ceremonial or some historical point were eagerly asked for by the Princess. The quick-witted Wing Commander—eager, keen and lively—was an ideal person to answer. And when it came to recreation, a riding party before breakfast was bound to include both these enthusiasts for the sport.

By the end of that tour it had become the rule rather than the exception for the Princess to come to the Air Force Equerry for advice. And Peter Townsend had become an accepted and valued member of the Royal Household. In that year he was appointed a Commander of the Royal Victorian Order.

The years that followed saw Princess Margaret take an increasing share of her burden of public duties, and inevitably Peter Townsend accompanied the Princess on many occasions. Air Force matters were, in any case, his concern, but it was a charming gesture by Princess Margaret to enter an aircraft in the races for the King's Cup in 1949 and 1950, piloted by Wing Commander Townsend. In the latter year he piloted a Hurricane called *The Last of the Many*—a reminder of his own exploits in the air ten years before. Two years earlier Princess Margaret had paid her first official State visit abroad, when she represented the King, at the inauguration of Queen Juliana in Amsterdam. Townsend was the Equerry chosen to accompany her.

Townsend's duties multiplied, and the esteem in which he was held by the Royal Family was shown by his appointment, in 1950, to be Deputy Master to the Household. Busy as he was, however, he was always ready to give advice to the young Princess when she was asked for it, and never so much, perhaps, as when the King died in February 1952. Princess Margaret, it is well known, felt the loss of her father deeply, and it was at this time that the friendship that she had

RECREATION IN SOUTH AFRICA, 1947 : Princess and Equerry, in their riding clothes, return from an early-morning canter at Harrismith during the South African tour.

ON DUTY IN AFRICA, 1947 : As a smiling King George decorates the Paramount chief when he visited Bechuanaland, Wing Commander Townsend holds the cushion.

On left—
PRINCESS MARGARET'S ENTRY IN THE KING'S CUP, 1950 : Wing Commander Peter Townsend in the cockpit of the Hawker Hurricane which he piloted in the race for the King's Cup at Wolverhampton. The aircraft, which was entered by Princess Margaret, came second.

IN ATTENDANCE ON THE QUEEN, 1950 : Wing Commander Townsend (extreme left) in conversation with a member of the Queen's party just before Her Majesty's departure for Balmoral from London Airport. Group Captain Townsend, who had been Equerry to King George VI since 1944, attained his present rank in 1953.

IN THE KING'S CUP AIR RACE, 1949 : The Miles Whitney Straight aircraft which is seen rounding a pylon during a heat of the race at Birmingham was piloted by Wing Commander Townsend. As in the following year, the King's Equerry flew an aircraft which Princess Margaret had entered for the Cup.

formed with the dashing Equerry proved of the greatest value to her. For the Queen Mother also, the Wing Commander (he did not become Group Captain until January 1, 1953) was a tower of strength, and it was he who made the arrangements for the move to Clarence House by the Queen Mother and her daughter.

During the busy months before the Coronation in 1953 Peter Townsend was thrown into closer touch than ever before with the Princess and her mother. It was surprising, therefore, that he was not named to accompany them on the tour to Southern Rhodesia a few weeks after the Coronation. Then, just after Princess Margaret had arrived in Rhodesia, it was announced that Group Captain Townsend had been appointed to be Air Attaché at the British Embassy in Brussels. By the time the Princess had returned from her tour the Group Captain had already taken up his appointment.

The two years and more that followed were spent by Princess Margaret and Group Captain Townsend in carrying out their different duties in the glare of publicity and speculation that was often in the worst possible taste. The Princess already added to her considerable reputation by making a brilliant and undeniable success of her tour of the Caribbean. Group Captain Townsend carried out his tasks at the Embassy with impeccable conscientiousness. Virtually his only visits to this country were on duty—to conferences or the air display at Farnborough. As always, he relaxed by riding, often in the Gentlemen's races so popular at Continental meetings.

Now Group Captain Townsend has returned to England on leave. His arrival coincided with that of the Princess from her Scottish holiday. After not seeing each other for more than two years, it was natural that Princess Margaret and Group Captain Townsend should seek an early opportunity of meeting again.

THE PRINCESS MARGARET STORY—III

AT CLARENCE HOUSE

GROUP CAPTAIN TOWNSEND COMES TO LONDON : The British Air Attaché, on leave from Brussels, comes from the house in which he was staying in Lowndes Square, London.

THE CYNOSURE OF THE WORLD'S PRESS : Group Captain Townsend walks across Lowndes Square followed by reporters. He is about to enter a car with Mrs. John Wills (extreme left).

On Wednesday of last week, Group Captain Peter Townsend, who has been Air Attaché at the British Embassy in Brussels since July 195[illegible] arrived in London on leave. On Thursday Princess Margaret and Queen Elizabeth the Queen Mother returned to their home at Clarence House, in London, from their holidays in Scotland. On the evening of that day, Group Captain Townsend paid a visit to Clarence House. He spent a little under two hours there. Both his arrival and departure were watched by large crowds, and wherever he went he was followed by a large number of reporters and photographers.

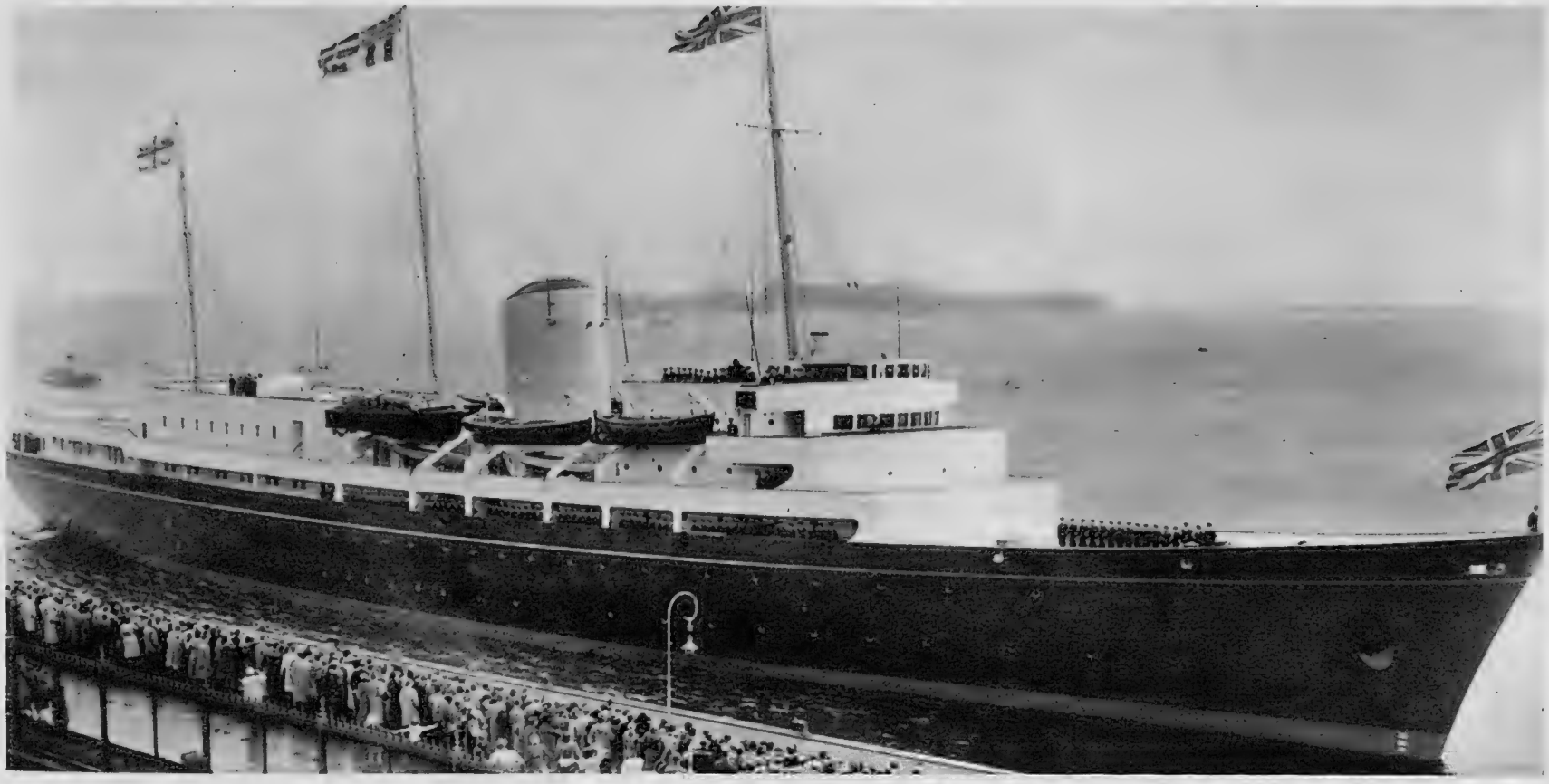
On Friday Group Captain Townsend drove out of London. At first it was reported that he was going to stay with his mother in Somerset. Then it was learnt he was spending the week-end at Allanbay House, Binfield, near Wokingham, in Berkshire, the home of Major and Mrs. John Wills. Princess Margaret was also a guest there. Mrs. Wills is the daughter of the Queen Mother's sister, Lady Elphinstone, and a cousin of the Queen and Princess Margaret and one of the Princess's closest friends. Also on Friday evening a statement was issued from Clarence House saying that "no announcement concerning Princess Margaret's future is at present contemplated."

On Saturday Group Captain Townsend went riding from a near-by stables. On Sunday Princess Margaret drove over to Windsor and went to church with her mother. At the beginning of this week the Princess and Group Captain Townsend returned separately to London.

OUTSIDE CLARENCE HOUSE : Some of the large crowd which gathered outside the residence of the Queen Mother and Princess Margaret on the day they returned to London. The crowd became larger when it was known that Group Captain Townsend was calling there.

AFTER HIS VISIT TO CLARENCE HOUSE : Group Captain Townsend returns to the house in which he was staying in London after his visit to Clarence House. Behind him walk the representatives of the Press. *Right*—Group Captain Townsend leaves Clarence House.

THE MAN OF THE MOMENT : The light-green car driven by Group Captain Townsend comes from Clarence House after his visit. On right are photographers. On left a spectator carefully notes the time.



THE ROYAL YACHT "BRITANNIA" COMES ALONGSIDE THE LANGELINIE QUAY: Aboard the Royal yacht was the Duke of Edinburgh, who was paying a three-day visit to Denmark. The King of Denmark was unexpectedly at the quay to welcome the Duke who came down the gangway in yachting clothes. The Duke's heavy programme included visits to the British exhibition being held in Copenhagen, an inspection of British Dragon yachts in Copenhagen Harbour, and a reception for British and Danish guests in the *Britannia*.

THE DUKE IN COPENHAGEN

Visits to the British Exhibition were Included in the Programme for the Duke of Edinburgh's Three-Day Stay in Denmark

AT AN OFFICIAL GOVERNMENT LUNCHEON: The Duke of Edinburgh with Prince Knud and Princess Caroline Mathilde. The Prince represented King Frederick at this luncheon held in Copenhagen.

AT THE BRITISH EXHIBITION IN TIVOLI: The Duke of Edinburgh watching the fashion show being presented in the Glass Theatre in Copenhagen's Tivoli. This was one of the two sites of the British Exhibition.

DINNER AT FREDENSBORG CASTLE: The Duke of Edinburgh with King Frederick and Queen Ingrid of Denmark at the Royal residence, where the Duke was the guest of the King. On the following day the Duke entertained his hosts to luncheon in the Royal yacht.

b

TANKS AND MACHINE-GUNS GO ON GUARD AS MARTIAL LAW IS DECLARED IN INDIANA: Two members of the Indiana National Guard stand on top of their T-41 light tank outside the works of the Perfect Circle Corporation in Newcastle. *On right*—State guardsmen man a machine-gun emplacement outside the plant, which was the scene of armed rioting earlier. For eleven weeks there had been a strike at the piston ring company's three factories by 260 workers. The employers prepared for a long tussle, took on outside help and flew mattresses and —it is alleged—arms to the factory. When news got around that some of the employees had been dismissed, the strikers, supported by 5,000 sympathisers, attempted to storm the factory, in which the local police had taken refuge. Shots were fired, and altogether eight people were wounded. The Governor of Indiana promptly declared martial law in the affected area—the first time this has been done in an American industrial dispute since 1941. The mobilised National Guard kept order while the outside employees returned to work and negotiations between management and union were resumed.

NEWS FROM THREE CONTINENTS

A Pictorial Survey of Recent Events in the United States, India and Europe

SMALL BEGINNINGS FOR A LARGE BRIDGE: This is the main north tower t the bridge which is being built in the Straits of Mackinac, Michiga to link upper and lower Michigan. Another 215 ft. of steel super structure will be added to this tower before the bridge is completed It will then be 552 ft. above water, and will be five miles long. Th £36,000,000 bridge will probably be open to traffic about November 195

THE TRAGEDY OF THE INDIAN FLOODS—THE OCTOBER DISASTER IN THE PUNJAB WHICH FOLLOWED A YEAR OF EXCEPTIONAL HARDSHIP: This aerial view shows the countryside near Karnal, in the Punjab, almost entirely inundated. The two villages marooned by the floodwaters are typical of the hundreds of communities in all parts of northern India who have suffered death and destruction because of the great floods, and who are now faced with serious shortages of food. More than 80,000 people were said to have been cut off in the Karnal district. *On right*—Herdsmen wade out into the flooded Jumna River, which flows through Delhi, to rescue cattle trapped by the rising waters. Throughout the summer exceptionally heavy rains have swollen the rivers to such an extent that all previous flood defences proved useless. But as soon as one series of floods subsided another period of rains renewed the damage. In the Punjab especially the disaster was great: road, rail and telephone communications were completely cut for many days, and it was difficult to count the number of people who lost their lives, but it was officially stated the total would "easily run into a few thousands." Hundreds of villages were completely swept away and have disappeared.

THE POPE WITH ITALY'S ATHLETES : Pope Pius XII sitting on his throne at the head of the steps on left watches a game of basket-ball in progress in St. Peter's Square, Rome. The occasion was the gathering of 80,000 athletes in Rome to celebrate the tenth anniversary of the Italian Sports Centre, a Church organisation. For two hours the Pope sat out of doors watching and applauding gymnastic exercises, juggling, and games of basket-ball. Earlier he had addressed the athletes on the ethics of sport. He expressed pleasure at the fact that the 1960 Olympic Games were to be held in "Christian Rome," and blessed the corner-stone for an Olympic Stadium to be built at the beginning of the Appian Way.

UTRILLO IN THE ROLE OF UTRILLO : The famous French painter, Maurice Utrillo, is seen at his easel in the Place du Tertre, in Montmartre. Looking on are Sacha Guitry (centre) and Paul Fort. Guitry was directing his film *The Story of Paris*, in which Utrillo appears as one of a number of Parisian characters.

On right—

A RELIGIOUS DEMONSTRATION ON A NEW YORK BASEBALL GROUND : The New York Giants' Polo Fields were packed by a crowd of about 60,000 for a demonstration for world peace organised by the Holy Name Society of the New York Roman Catholic Archdiocese. Among those present was the Archbishop of New York, Cardinal Spellman. Cardinal Gracias, Archbishop of Bombay, spoke on "World peace through prayer and penance."

THE NEW GREEK CABINET IS SWORN-IN : The members of the new Government pose on the steps of the Royal palace in Athens after being sworn-in by King Paul. In the front row stand, from left, Mr. Eftaxias (Communications and Public Works) ; Mr. Paparigopoulos (Commerce) ; the new Prime Minister, Mr. Constantine Karamanlis, who is also holding the Defence portfolio ; Mr. Triandaphyllis (Interior), and Mr. Voyadzis (Merchant Marine). The Cabinet changes were made on the death of the former Prime Minister, Field Marshal Papagos.

REDCOATS IN WASHINGTON : The Regimental Band and Massed Pipers of the Scots Guards are seen as they beat the Retreat before a crowd of some 8,000 spectators in the Presidential Park. The White House is in the background. This was the start of a tour of forty-eight cities in the United States which is now being made by the Regiment. The last time the Guards paid an official visit to the White House was in 1814, when they set fire to it. It was the whitewash applied to cover the burn-marks which gave the building its present-day name.

TEMPELHOF AIRPORT, IN BERLIN—THE GATEWAY TO THE WEST: The main building of the airfield. Tempelhof is one of the busiest airports in Europe as road and rail restrictions imposed by Russia force passengers to travel by air. The airfield is virtually in the centre of the city.

MANUFACTURED GOODS ARE REGULARLY TRANSPORTED BY AIR: Goods manufactured in West Berlin are loaded on to an aircraft for transport to the free world. Most factories in West Berlin use air transport.

On left—

REGULAR PASSENGER SERVICES ARE FULLY BOOKED UP: A typical scene as passengers, mainly business men, file from a Pan American airliner. PAA is one of the three civilian air companies which operate regular flights to and from the city's airport.

BERLIN'S AIRPORT

Tempelhof Aerodrome Plays an Important Part in the Communications of the Former Capital

A CHILDREN'S TREAT FROM TEMPELHOF: Needy children from West Berlin are flown out for a rest and holiday in Western Germany. This treat, one of the many "special" airlifts which are part of the routine at the airfield, was organised by the U.S.A.F.

THE MAIN BOOKING HALL: The three companies operating regular services have offices here. There are, however, many unscheduled charter flights made from the Berlin airport every day to carry goods.

When Tempelhof Airport was built thirty-three years ago its designers fully expected that it would play an important part in the life of the city. But in 1922, no one would have forecast that Tempelhof would be as essential as it is to-day. With road and rail connections between Berlin and Western Germany drastically cut, the airfield has now taken over the role played by a railway station in an ordinary city.

Inaugurated in 1923, the airfield played an important part in the German war effort until Allied bombers began frequent heavy raids. Buildings were destroyed and the landing-strips, too, were made unserviceable on more than one occasion. The permanent repair to the war damage was left to the Americans, who took over their sector of Berlin in 1945 and transformed Tempelhof into a modern military airport with the latest equipment. Tempelhof hit the world headlines in 1948, when the great Berlin Airlift was started to overcome the blockade imposed by Russia. In just over one year more than 20,000,000 tons of consumer goods and coal were flown into Berlin. Although Gatow and Tegel Airports in the British and French sectors played vital parts in the Airlift, the bulk of the goods was carried by the United States Air Force, and so it was the airfield in that sector, Tempelhof, which accommodated the greatest numbers of aircraft. In pre-war days the airfield had a daily average of some 120 landings and take-offs, but at the height of the blockade, aircraft were landing and taking off at the rate of one every two minutes.

To-day, Tempelhof has settled down to a more regular routine. Three civilian airlines—Pan-American World Airways, British European Airways and Air France—operate regular services from the airfield and average between them some fifty flights a day. Situated, as it is, in the centre of the city, Tempelhof is well liked by hard-pressed business men who have little time to spare. But the ordinary traveller, too, takes advantage of the airport. Only a limited number of trains can leave the city for West Germany every day, and these are all submitted to long and tiresome checks by the People's Police at both ends of the Soviet Zone. Thus, every Berliner who wishes to travel west goes by air if he can possibly afford it. Factories, too, send their goods by air rather than face the delays and possible losses on the railways. So aircraft chartered from almost every European civilian airline to carry freight are regular visitors to the airfield.

Other people who have good cause to be thankful for the existence of Tempelhof Airfield are the many refugees who have no other chance of leaving Berlin for the west than by air. Frequently the United States Air Force organise "special" airlifts for the children in their sector and fly them to Western Germany for holidays. For foreign tourists, the only method of entry into Berlin is by air, as Soviet restrictions do not permit the use of Allied military trains through the Soviet Zone by tourists.

With so many different classes of people dependent on its services, Tempelhof Airport can well claim to be one of the most vital in the world.

THE AGONY OF DEFEAT

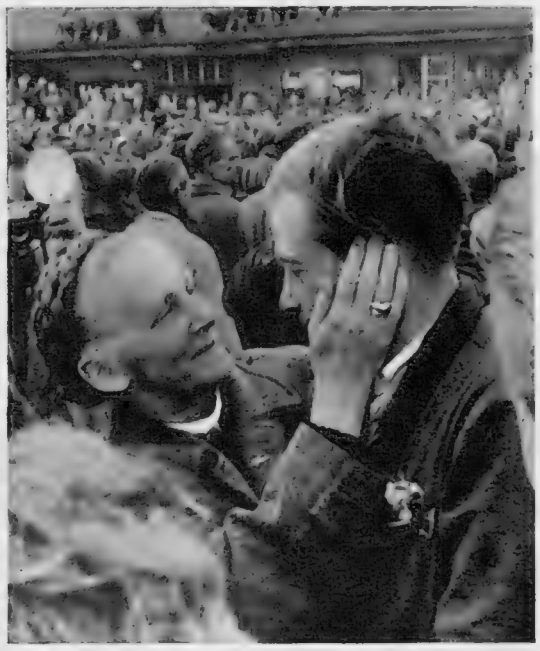
Poignant Scenes at Friedland Camp as German Prisoners Return from Russia

The aftermath of war in all its bitter cruelty is being witnessed at the camp in Friedland, in Lower Saxony, in West Germany, to which German prisoners are being returned from the Soviet Union as a result of the agreement reached between Dr. Adenauer and Marshal Bulganin. As can be seen from the pictures on this page, fathers, mothers, wives and others greet their relatives with an emotion which is beyond description in its mixture of joy and incredulity.

But by far the most poignant scenes in this horrifying drama are provided by those who still hope without any rational basis for their feeling. Nobody has ever been able to assess precisely the number of German soldiers whose fate on the Eastern Front has never been accounted for. It certainly runs into millions. So now Friedland offers a spark of hope to those whose men were in the "lost army," which drove in 1941 into the Soviet Union with such pride and efficiency under Marshals Rundstedt, Bock and Leeb. Regiments of these soldiers met the worst fate of all—"missing," and nothing more—on the battlefields from Moscow to Stalingrad and the Caucasus.

From all over West Germany women have come to Friedland. As each new party of returned prisoners arrive, the women approach them. Mothers, wives and sisters carry improvised placards. On them are inscribed the names of missing men, their military details and, usually, their photographs. Thus one reads, above a picture, "Engaged in operations at Stalingrad—Joh. Mainz, who comes from Trier. He was in the Tank Corps and his military number was 12767." Those who, after all these years, have "come back to life" gladly and most carefully scan these posters, to offer what information they can and keep alive the fires of hope.

HOPE IS REVIVED: The returning prisoners are met by anxious women seeking information about men whose fate on the Eastern Front has never been officially reported. The women carry photographs and other details of their lost relatives.



TEARS AND EMOTION: These three pictures give some idea of the highly-emotional scenes witnessed last week at Friedland Camp, in West Germany, as some of the prisoners arrived back from the Soviet Union. *Left*—A weeping father greets his son. *Centre*—Frau Tschokke is unreserved in her feelings as she welcomes her husband, a former General. *Right*—A mother strokes the face of her boy. Not all those coming back were men. There were women and children among them.

A WELCOME FROM CHILDREN: The two men back from the horrors of captivity in Russia are given flowers and sweets by children who were born after the war. The Soviet Union is returning the prisoners under the recent Adenauer-Bulganin agreement.

"HAVE YOU SEEN HIM?": This anxious woman watches intently as the picture of her missing man is studied by returned members of Germany's "lost army." There are hundreds of such women at Friedland.

AIRCRAFT OF THE "ARK ROYAL": At the after-end of the flight-deck are Fairey Gannets and reconnaissance Skyraiders. Amidships are Sea Hawk fighters. In the bows is a helicopter.

HER ARMAMENTS: These 4·5 guns are some of the massive arms of *Ark Royal*. The pictures on these pages were taken in the Channel before the 36,800-ton aircraft-carrier left for the Mediterranean.

THE "ARK ROYAL" SHOWS HER PACES

Pictures of Britain's Latest Aircraft-Carrier on Flight Trials Before Leaving for the Mediterranean

When Press correspondents spent a day aboard the *Ark Royal* in the English Channel they were welcomed in a novel manner. They sat before a screen in the main dining-hall on No. 2 Deck. On to this screen Captain D. R. F. Cambell, D.S.C., R.N., the ship's commanding officer, projected himself from two decks below by means of television apparatus. This may have been the first time many of those present were able to see how the Royal Navy in its latest and largest aircraft-carrier has adapted television for operational purposes. A TV main on a closed circuit runs all round the ship. A camera can be used almost anywhere on board to project its picture to a large number of display screens. Thus the captain can issue orders from wherever he happens to be, or aircrews can be briefed in widely-separated briefing-rooms. It is anticipated that it may eventually be possible to pass orders, or briefing instructions, from one ship to several others by means of television.

However, this employment of television was only one of the many marvels shown aboard *Ark Royal* during her flying trials in the English Channel before she sailed for a tour of duty in the Mediterranean. The angled flight-deck, the mirror deck-landing aid, the steam catapults, the new-type arrester gear, the lifts for bringing up aircraft, the hangars with their improved ventilation system—all these aroused great interest. But perhaps the greatest marvel of all is that the ship can be steered and run by "remote control." In the event of an atomic attack, she can be "sealed off" from the outside air and depend upon her own system of ventilation. This would mean that crews would have to be withdrawn from the engine and boiler rooms, because of the heat. But the engines are still controlled from "remote control" compartments. Similarly navigation is remotely controlled from an emergency control room below decks. It was stated that this system has been tried with great success.

THE MIRROR LANDING AID IN ACTION: A Gannet lands with the help of this remarkable new device. *Ark Royal* is equipped also with an angled flight-deck and new arrester gear.

THE "ISLAND" OF THE "ARK ROYAL": The radar masts and other aids give it a design which should please any modern artist. Below it Sea Hawks are clustered, most of them with their wings folded. In the right foreground two members of the ship's company are working on the runway of the steam catapult.

CAPTAIN'S ORDERS BY TELEVISION : Captain D. R. F. Cambell, R.N., gives his orders to his crew by television. On the right is one of the several TV projectors set up in the ship to carry his instructions.

THE STEAM CATAPULT : A Sea Hawk fighter starts its run to be shot off the *Ark Royal* by the steam catapult. The flight-deck crew (on the left) are poised, like runners beginning a race, to rush to prepare for the next plane "away."

On left—

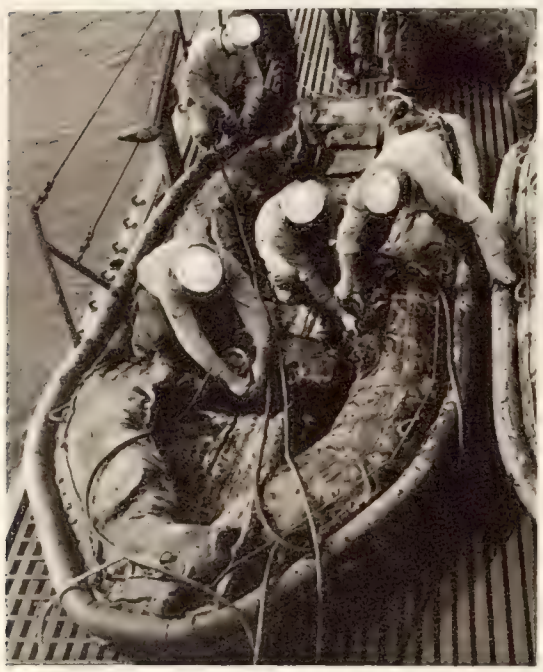
ABLE TO MEET ATOMIC ATTACK : On coming into an area contaminated by nuclear weapons, the *Ark Royal* can be "sealed off" from the outer air and sail under her internal air-circulation system.

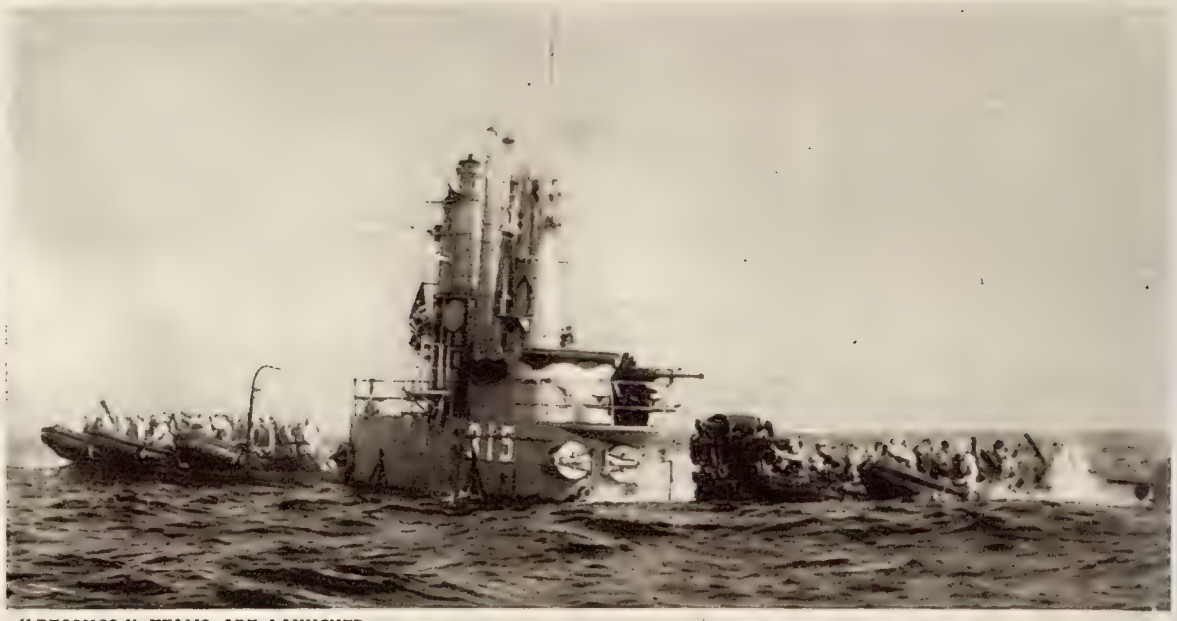
Below—

THE SHAPE OF MODERN NAVAL DESIGN : The *Ark Royal* sails in the Channel on her flying trials. The aircraft-carrier is already practised in steering by the ingenious system of "remote control."

SCIENCE AND STEALTH

A United States Marine Amphibious Reconnaissance Company Carries out an Exercise





"RECONCO" TEAMS ARE LAUNCHED: The rubber rafts manned by a U.S. Marine Amphibious Reconnaissance Company take to the water as the submarine carrying them near land submerges. Their role is to reconnoitre "enemy" beach conditions.

On left—

THE RECONNAISSANCE CRAFT: Sailors aboard the submarine inflate one of the rubber rafts in which the Marines go ashore. Besides being skilled in spying out the land, the Marines can carry out destructive raids.

A NIGHT EXERCISE: The camouflaged Marines embark from the submarine for a reconnaissance on shore. In a very short time the submarine can surface, discharge her rafts and submerge. Silence and stealth are the keynotes of the entire exercise.

HEADING FOR THE "ENEMY" SHORE: Three rafts, packed with Marines and carrying many types of arms and equipment, are heading for land. In daylight normally only exercises for assault raids are carried out. On reconnaissance it is essential the Marines are not observed.

THE START OF AN EXERCISE: The submarine has surfaced and her crew bring out the rubber rafts which they inflate for the Marines.

A RAFT IS LOADED: The Marines take their arms aboard from the submarine. Some men in the "Reconcos" are also trained as parachutists and as underwater "frogmen."

Somewhere off the coast of the United States of America a submarine surfaces in the darkness of the night. The craft remains stationary. No sounds come from her save an occasional splash and only a very acute eye can pick out rare pin pricks of red light. In a matter of minutes her dimly-discerned shape begins to submerge and all that is left on the sea is a group of small boats tossing towards the shore.

Such might be the impression of an observer who was watching the start of an exercise of a United States Marine Amphibious Reconnaissance Company—"Reconco" for short. Stealth, silence and speed are the fundamentals of the training of these men—a training as tough and as exacting as any undertaken in any armed forces.

As the name implies, Reconco's task is primarily reconnaissance, of a vital and extremely difficult kind. For these are the men who, in the event of war, would be put ashore to spy out the enemy beaches with a view to a large-scale landing by combined forces.

These Marine commandos must be tough, but they must also possess an unusually high standard of intelligence. Reconcos, when they set to work on shore, must be able very quickly to appreciate the lie of the country, to note details for sketches and maps and even perhaps assess geological information. Because of this, great emphasis in map-reading and map-making is given to their training. But above all, this knowledge must be applied during operations in silence, for if the men's presence on an enemy shore were discovered, then obviously evidence would be given of the probable intentions of their High Command. So they must learn to move with the stealth and silence of cats.

Reconnaissance is the primary role. But the men are also trained in all the usual functions of commando troops. They are skilled in quick raiding and setting ambushes, in demolition and the destruction of beach defences. In fact, when necessary they can be fierce and most effective assault units.

The companies usually operate from submarines. The vessel carries them underwater to a point offshore. Swiftly she surfaces and the launching drill is carried out with remarkable speed. Sailors inflate rubber boats, the Marines are ready with their arms and equipment, and in a few minutes they are on the water. Sometimes their rubber rafts are launched by the simple process of the submarine submerging and floating them off her decks.

But Reconcos have to be all-round Servicemen. Some of them are trained as parachutists and, dropped from the air, they can carry out their duties with the same crafty functions. Others are expert "frogmen" and can swim underwater to their objectives.

The Reconcos are manned by enlisted men. At present there are three Reconnaissance Companies, one company being attached to each of the three U.S. Marine divisions. The Reconcos, as do all American Marine units, work in close co-operation with the Royal Marines and there is an exchange system of personnel between the United States and the British forces.

JAGUAR PRESENTS THE NEW

Two-point-four

LITRE

To the already famous range of Jaguars exemplified by the Mark VII and XK140 models, comes the 2.4 litre Jaguar saloon, a brilliant newcomer in which will be found the embodiment of all the highly specialised technical knowledge and engineering achievement that have gained for the name of Jaguar the highest international repute. For over four years Jaguar engineers and technicians have worked to produce, not simply a new model, but an entirely new car of such outstanding merit as to be worthy of presentation to a world which has for long been accustomed to expect great things from Jaguar. How well they have succeeded is made manifest by the specification and performance of the 2.4 litre, a car which derives its character and breeding from every reward of Jaguar endeavour, every phase of Jaguar achievement and every lesson learned in the hard school of international racing. In its outward appearance, the unmistakable Jaguar line of grace is seen with lesser, more compact overall dimensions than those of the Mark VII, yet the interior has been so skilfully planned that full accommodation for five persons is provided and further provision made for generous luggage accommodation. As its name implies, the "Two-point-Four" is powered by an engine of 2.4 litres capacity and is the latest development of the famous six-cylinder, double overhead camshaft, twin carburetter XK engine which, in engineering circles throughout the world, is acclaimed as the most advanced high efficiency production engine in existence. With a power output of 112 brake horsepower and a power/weight ratio of 90 brake horsepower per ton, phenomenal acceleration is placed at the driver's command and, if desired, a maximum speed of over 100 m.p.h. reached with the ease, silence and refinement which are amongst the inimitable characteristics of every Jaguar. Allied to these characteristics are superb roadholding and braking qualities inseparable from all Jaguar cars. To those motorists whose desire for a car of compact dimensions is a matter of personal preference the opportunity is at last presented, not only for satisfying that desire, but for gratifying a natural wish to own a car, the mere possession of which indicates insistence on owning nothing but the best . . . a Jaguar.

A new JAGUAR *masterpiece*

STANDARD MODEL £895 (*with purchase tax £1,269.0.10*) SPECIAL EQUIPMENT MODEL £916 (*with purchase tax £1,298.15.10*)

STAND 154 EARLS COURT

Vauxhall value...

greater than ever for 1956

NEW FEATURES...NEW STYLING...NEW COLOURS...

Take a good look at the good looks of the new Vauxhalls. The wide-view panoramic rear window and the slimmer windscreen pillars are new. New too are the glossier finishes — in a wider-than-ever range of single colours, plus, on the Cresta, distinctive duotones alternated to give a three-colour effect. (See illustration.)

Other 1956 features include new and better brakes, new door-locks and window-winding mechanism, nylon upholstery options on some models, and many touches of refinement and detail.

With all these extra features, Vauxhall value is greater than ever. Room for six and all their luggage. Outstanding performance with good economy in the 6-cylinder Velox and Cresta. Outstanding economy with quite surprising performance in the 4-cylinder Wyvern. Four-figure engineering at three-figure prices — purchase tax included! See these brilliant new models at your local Vauxhall dealers now.

Vauxhall Motors Ltd · Luton · Bedfordshire.

THE 1955 MOTOR SHOW

Although there are Comparatively Few Outstanding New Models at Earls Court this Year, Manufacturers have Improved Design as Higher Prices Increase Competition Among them

By "THE SPHERE" MOTORING CORRESPONDENT (WITH DRAWINGS BY CAVENDISH MORTON)

AN interesting Motor Show, certainly, but not one that will go down in British motoring history as an outstanding exhibition, marking some vital turning point in automobile design or motoring fashion. There are about a dozen new British cars on show, and a few of them are of exceptional interest, though even these follow a well-trodden design path.

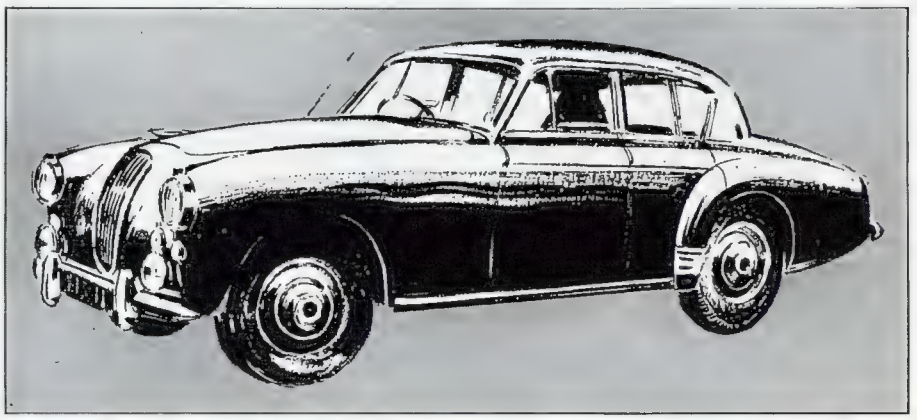
The British motor industry, our biggest single earner of foreign exchange and still the world's greatest car exporter, is thought by many people to be unenterprising and conservative. Well, I am one of those who thinks there is some truth in the observation. If not, why is it that there is so little design innovation in evidence on the British stands at Earls Court year after year?

We British motorists seem stuck for ever with water-cooled engines at the front, driving rear wheels not independently sprung. Will none of our Big Six ever try putting an engine at the back?

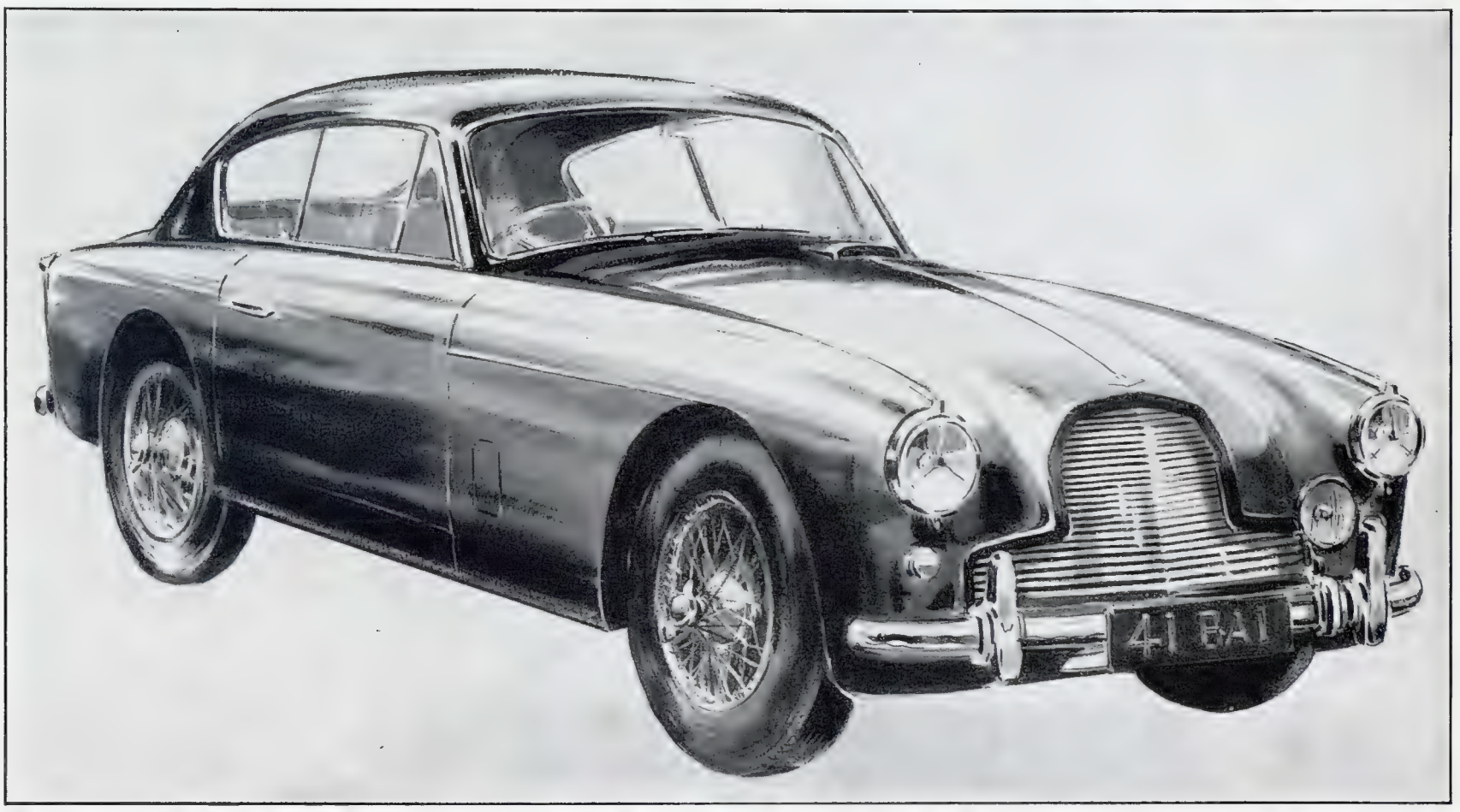
Are the advantages of air-cooled engines—immunity from freezing or boiling, lightness, and so on—never going to be recognised by the designers of even one small family car? Will no one take a leaf out of the Citroën book and transmit the propulsive effort through the front wheels?

"Pooh!" they say. "That 's all old stuff. We 're doing quite nicely, thank you, with our old-fashioned designs. No need to tempt providence with experimental design features when our products are selling so well at home and abroad."

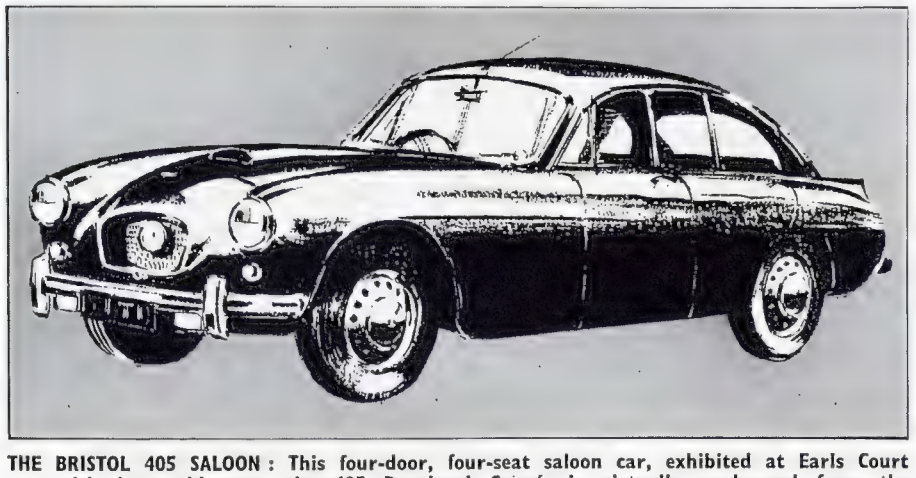
British cars are, indeed, selling amazingly well in scores of different markets. The 1954 figures were up on 1953 for both production and exports, for both cars and commercial vehicles. The same happy trend continues in 1955. In the first half of the year British manufacturers built 460,740 cars, compared with 379,480 in the first six months of 1954. They exported 200,360 of them, to a value of £64,438,000, compared with 187,939 (£61,166,000).



THE FOUR-DOOR LAGONDA SALOON: This car, first shown at last year's Motor Show, together with the Lagonda Drophead Coupé, has been retained in production. A new feature, however, exhibited this year, is the fitting of a central change gear lever; the column change is optional. This Lagonda, with its 3-litre David Brown engine, is capable of running at 100 m.p.h. There is independent suspension throughout. The coachwork is by Tickfords. Price £3,684 9s. (including £1,084 9s. purchase tax).



THE NEW ASTON MARTIN DB2-4 MARK II HARDTOP: This addition to the Aston Martin range, on show for the first time at Earls Court, embodies the well-proven features of the DB2-4 Sports Saloon and Drophead Coupé. It has the same David Brown 3-litre engine which gives a top speed of about 120 m.p.h. Like the other models, the Hardtop has suspension which makes the car exceptional for its road-holding and its ability to deal with corners at speed. The new features of this latest model include air-conditioning to the body through a central aperture in the bonnet. This is supplemented by two hinged ventilating panels in front of the doors on the bonnet's side panels. There is also a new rear axle, stronger than that in earlier models. Price £2,905 5s. (including £855 5s. purchase tax).



THE BRISTOL 405 SALOON: This four-door, four-seat saloon car, exhibited at Earls Court with its stablemate, the 405 Drophead Coupé, is virtually unchanged from the previous model. The only external change in both cars is the introduction of over-riders on the bumpers. The 405's engine is the 2-litre 100-B; 20 m.p.g. can be obtained from it at 80 m.p.h. Price £3,386 19s. (including £996 19s. purchase tax).

It remains to be seen whether the statistics for the second half of 1955 will be as favourable, for opposition from rival firms in Germany, France and Italy has grown enormously, and new import restrictions threaten our sales in Australia and New Zealand, two of our best markets.

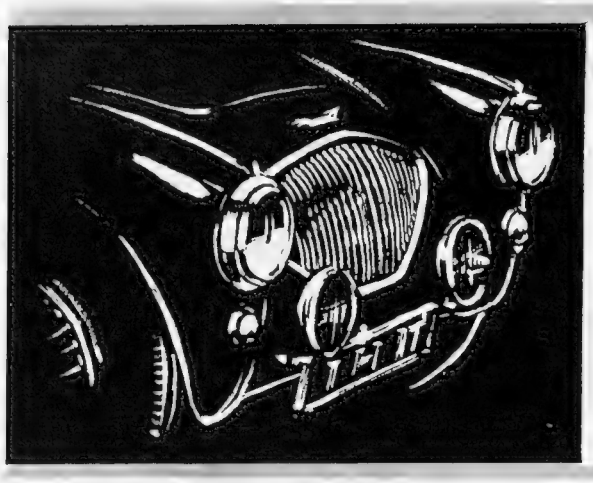
What evidence does Earls Court offer that British manufacturers are facing up squarely to the developing threat to their overseas trade? Plenty! While motorists in search of design innovation will find little in that line, they cannot but agree that Britain is offering a fine range of greatly improved cars.

The trend is definitely towards cars that are safer, better-looking, gayer and livelier. It is a pity that they are also, in the main, more expensive. It seems that our car builders had no option but to increase prices, following a year in which their wage bill showed a relative increase of 15 per cent. while the cost of materials went up 10 per cent.

The industry has embarked on a bold expansion scheme, costing £150,000,000, in order to step up production and by spreading annual costs over a larger number of units, to keep down the prices of cars or, at any rate, to prevent them from rocketing. There has not been time for the industry to get the full benefit of this far-sighted planning. That will not come—all things being equal—until 1959, when output may reach 1,500,000 units.

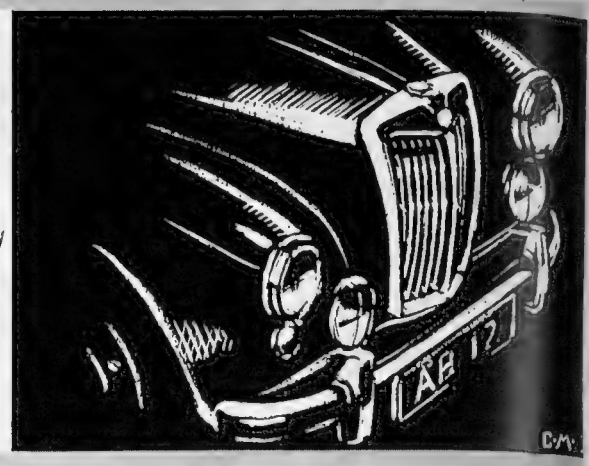
In the manner of its presentation this year's Motor Show follows its usual form. Compared with some of the Continental exhibitions it is a little

(*Continued on following page*)



THE AUSTIN HEALEY 100 : This successful car, which is powered by the Austin 4-cylinder A 90 engine, has a new four-speed close-ratio gearbox, an increased braking area, and an overdrive entirely controlled by hand.

THE ROVER 90 : Three Rover saloons are on show at Earls Court—the Sixty, Seventy-five and Ninety. The design of their bodies is much the same, but engine capacity is 1,997 cc., 2,230 cc., and 2,638 cc. respectively.



THE M.G. MAGNETTE : This is a family saloon for the sports driver, which gives a high performance and comfort at the same time. Its "impeccable road manners" are up to the makers' best "Safety Fast" traditions.

THE 1955 MOTOR SHOW

THE ISIS TRAVELLER : The new estate car which is shown on the Nuffield stand at the Motor Show for the first time. It has seating capacity for six adults and two children, as well as for the large amount of goods or luggage so many passengers require. Like the new Isis Saloon, it has a 6-cylinder B.M.C. 2·6-litre engine.

(*Continued from previous page*)

unexciting. It reflects the sober, solid British temperament. Somehow the shows in Geneva, Turin, Brussels and Frankfurt seem to infuse a little more gaiety and glamour into the proceedings. We don't want vulgar self-advertisement, but we do want to ensure that Earls Court retains its place as one of the world's leading automobile shop windows.

The people who come to the Show from overseas—dealers, distributors and the buyers of car fleets for business firms—are a tremendously important section of the annual pilgrimage to Earls Court. Quite rightly, the Society of Motor Manufacturers—ably led at the moment by Dr. F. Llewellyn Smith (of Rolls-Royce) as president and Mr. Stanley Clark as director—make quite a fuss of these gentlemen. The Society must ensure by every means in its power that they continue to come to Earls Court.

British motorists who can get within striking distance of Earls Court will always flock to the Show in their thousands. Last year 523,586 of them paid to get in. Even more are expected this year.

They are going there to see not only the British production cars, but also the models with special coachwork, the foreign cars, the caravans, the marine exhibits and the accessories in the galleries.

In the car section alone there are some 300 of the latest models from seven countries : a total of 63 different makes representing Great Britain (31), U.S. and Canada (16), Germany (6), France (6), Italy (3) and Czechoslovakia (1).

Although design *innovations* are absent there are a number of clearly defined design *trends*. There are, for instance, more "square" or "over-square" engines the latest example being that of the new 2.4-litre Jaguar in which the famous XK unit is used with a shorter stroke than the engine which powers the Mark VII saloon.

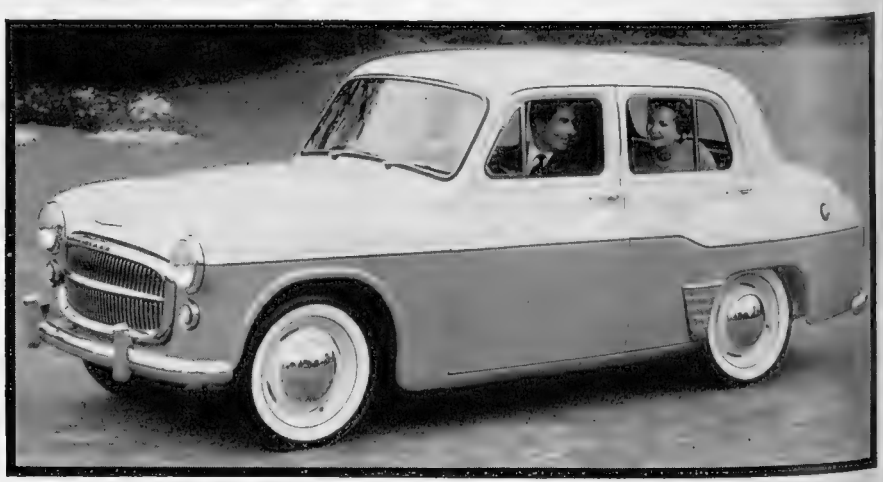
A number of firms have fitted better brakes : also under the heading of improved safety come such items as better all-round visibility, improved flashing turn indicators, a wider use of tubeless tyres and "child-proof" locks for the back doors.

Improved vision has been achieved in a number of ways. Wrap-round rear windows are being used in growing numbers, windscreens are wider and curved, and door and screen pillars are narrower. And because of the laudable tendency to put the centre of gravity as low as possible, cars are more stable on the road. Vauxhalls are one of the firms to standardise on tubeless tyres and the Singer Motor Company has been bold enough to do away altogether with the spare wheel on a model which has tyres without tubes.

The cult of the automatic gear-box continues to grow. The famous American Borg-Warner automatic box is now available as an optional extra on Jaguar

On left—

THE RILEY PATHFINDER : This luxury saloon, which is capable of 100 m.p.h., has had its body streamlined. The 2½-litre car, large though it is, is easily handled. Price £1,240 14s. (including £365 14s. purchase tax).



THE NEW "GAY LOOK" HILLMANS—THE CALIFORNIAN AND THE MINX DE LUXE SALOON : The "Gay Look" programme of Hillmans enables motorists to have a choice of more than twenty-five variations of colours and trim styles. The Californian (*left*) was originally designed for export markets, but it is also rapidly increasing its popularity at home. The Minx de Luxe Saloon (*right*) now has chromium moulding on the body, running the length of the car, to highlight the new dual-colour schemes.

THE NEW BENTLEY CONTINENTAL DROPHEAD COUPÉ: One of the three models in this new Bentley range—the others are a Sports Saloon by Park Ward and one by Mulliner. The Drophead Coupé is also by Park Ward. Price £6,765 14s. (including £1,990 14s. purchase tax).

On right—
THE ARMSTRONG SIDDELEY SAPPHIRE LIMOUSINE: This new car is similar to the saloon, but is 19 ins. longer in the frame. In addition to seating two on the bench seat in the front compartment, there is ample room in the rear compartment for two or three persons on the back seat and for two more facing forward on the occasional seats which can be folded away when not in use. Price £2,706 19s. (including £796 19s. purchase tax).

Mark VIIs sold on the home market. The 1½-litre Lanchester Sprite has come out again with two-pedal control, made possible by the use of Hobbs gear-boxes. And most interesting of all, the new Armstrong Siddeley Sapphire 236 has the Lockheed Manumatic system of two-pedal control.

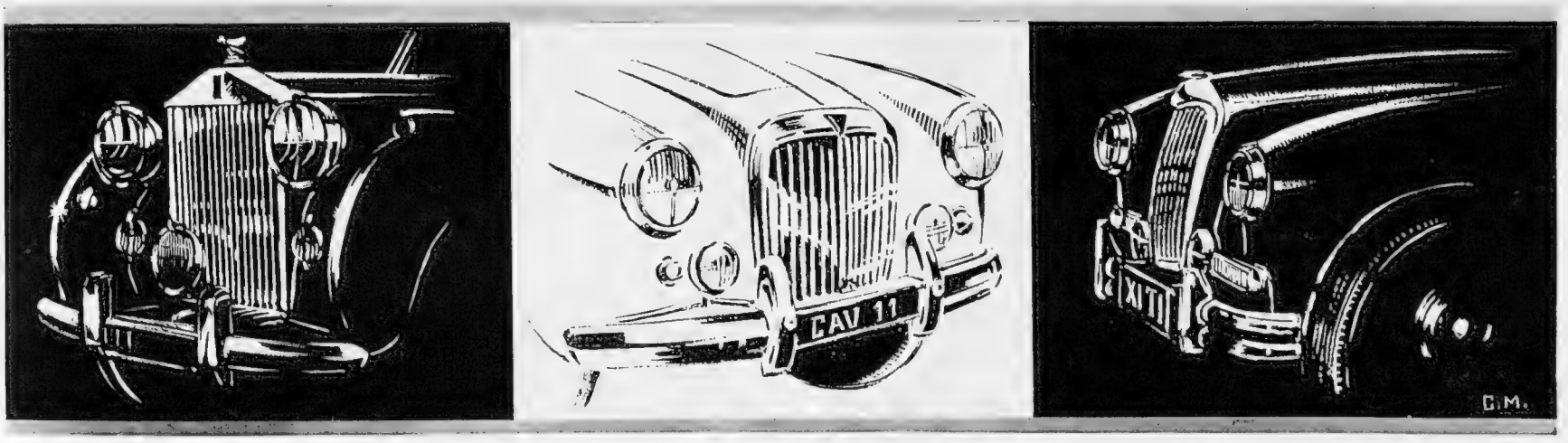
Perhaps that Armstrong Siddeley type number needs a bit of explaining. The new car has a 2.3-litre engine available in two forms: one with four cylinders, the other with six. It is the 6-cylinder model which is to be known as the 236, this figure being a combination of its engine capacity (2.3 litres) and number of cylinders. Similarly, the 4-cylinder version is the 234, and the old 3½-litre Sapphire has been given the extra designation of 346.

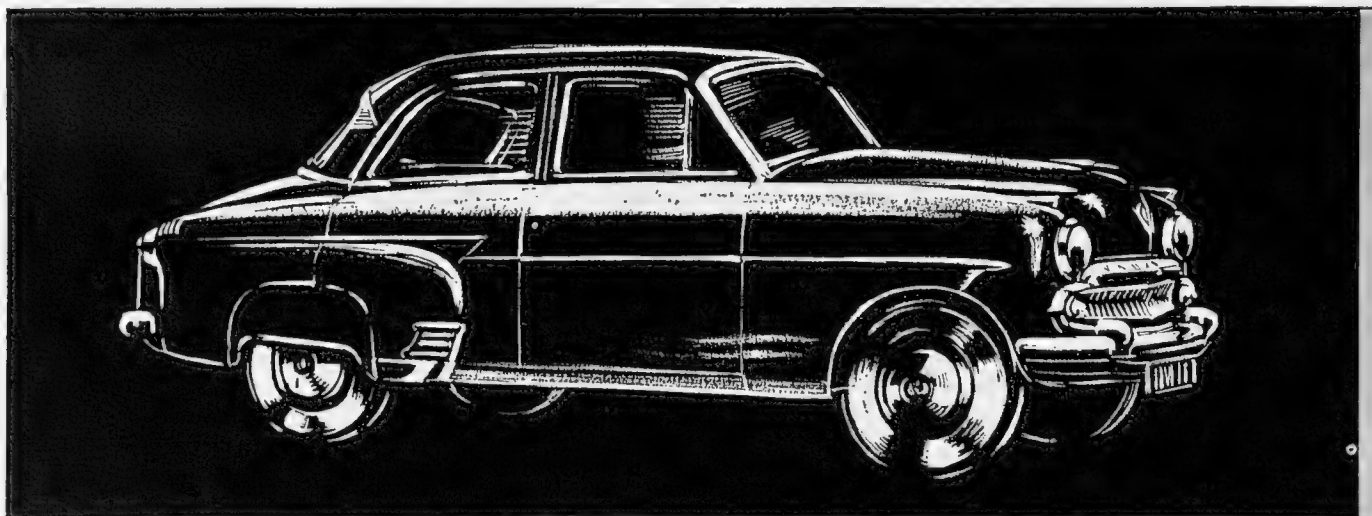
To get back to the subject of technical trends, it will not escape notice that more and more cars are being fitted with an overdrive device. Some foreign cars, notably the Volkswagen, have gear-boxes whose top gear is, in effect, an overdrive. But in this country we seem to prefer to add an overdrive after the car has been designed. Successful pioneer work has been done here with the Laycock-de-Normanville unit—an epicyclic, electrically-controlled device—and now the Borg-Warner system is going into production in Britain.

Ford Motors, of Dagenham, have announced that the Borg-Warner overdrive will be available on their 6-cylinder models. The British Motor Corporation followed up with the statement that it will be fitted,

(*Continued on page 150*)

***Below*—A CONTRAST IN RADIATOR STYLES—4·8, 3 AND 2½-LITRE CARS:** *On left*—The Rolls-Royce Silver Wraith. Three models of this car, which has a 6-cylinder engine with a capacity of 4,887 cc., are on show at Earls Court: the Hooper Enclosed Limousine, the Park Ward Touring Saloon, and the Mulliner Touring Limousine. Prices range from £7,325 to £7,502 (including tax). *Centre*—The Alvis 3-litre Saloon, an entirely new car this year. It is a fine example of modern styling, and was created by Carrosserie Graber, of Berne. This sports saloon has two doors. *On right*—The new look of the 2½-litre Riley Pathfinder. Its size is disguised by its fine proportions.





THE 1955 MOT

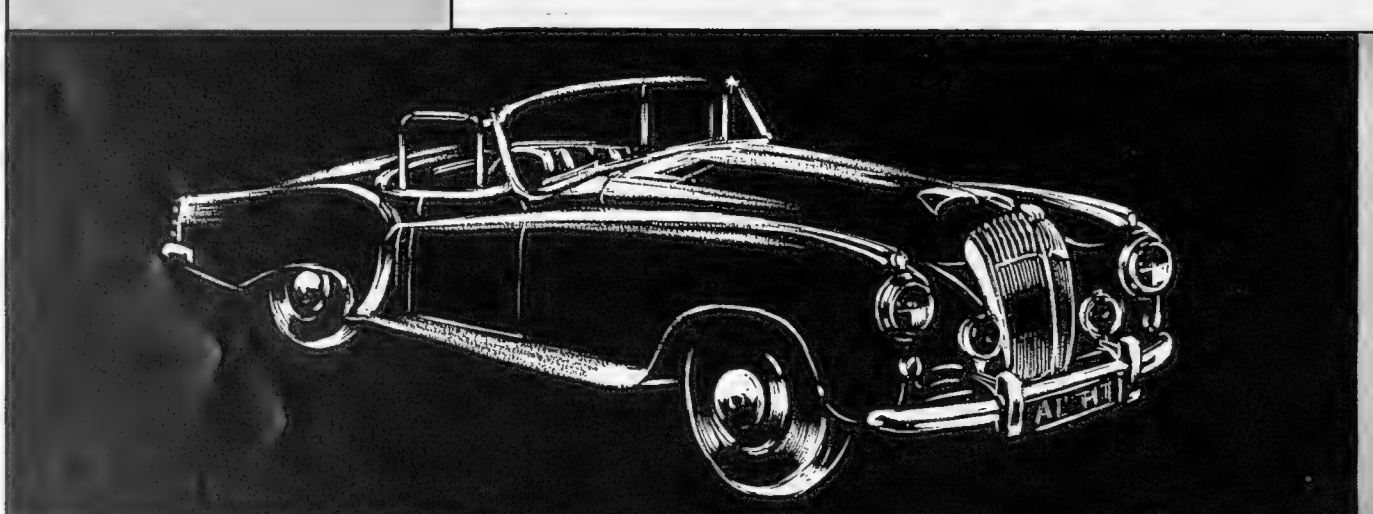
(Co ued)

On left—

THE 1956 VAUXHALL CRESTA : This 6-cylinder car, like the Vauxhall Wyvern and Velox on show this year, is an improved version of earlier models of the same name. The most important changes are concerned with improvements in visibility for driver and passengers. This is effected by a wider windscreen with narrower pillars, wider windows and a rear window 61 per cent. greater in area than in previous models. The interior design has also been improved. Tubeless tyres are now standard on all models. Price £879 9s. (including £259 9s. purchase tax).

On right—

THE NEW STANDARD VANGUARD III : This 2-litre entry from the Vanguard works is expected to prove to be another best-seller. Safety and comfort are stressed by the wide glass screens at the front and rear and the divan-type front and rear seats, each of which is fitted with a centre folding arm-rest. The twin tail and stop lamps are placed high for the benefit of following vehicles. All four doors are fitted with pivoting glass ventilators, which provide anti-draught ventilation or air-flow into the car's interior. Price £849 14s. (including £250 14s. purchase tax).

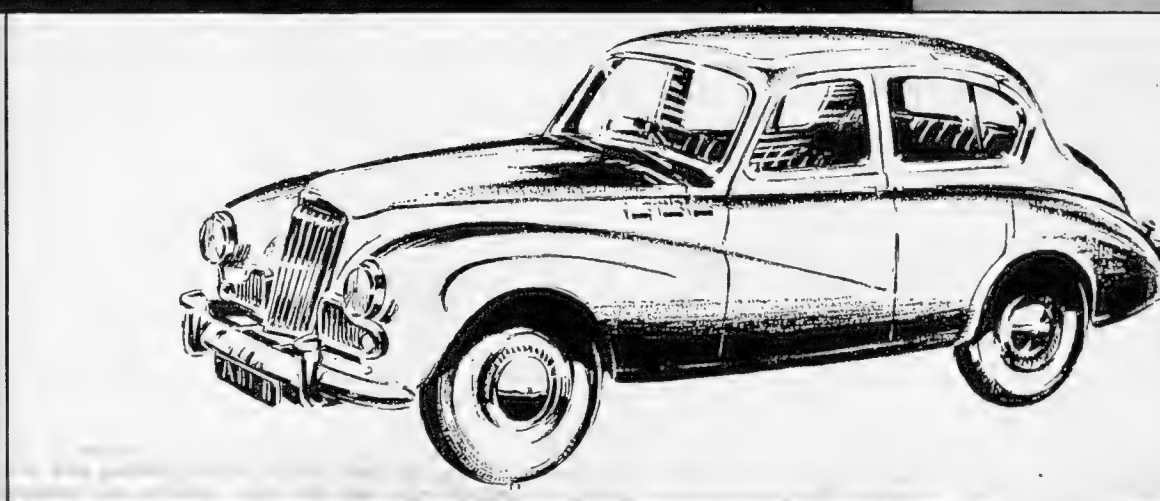


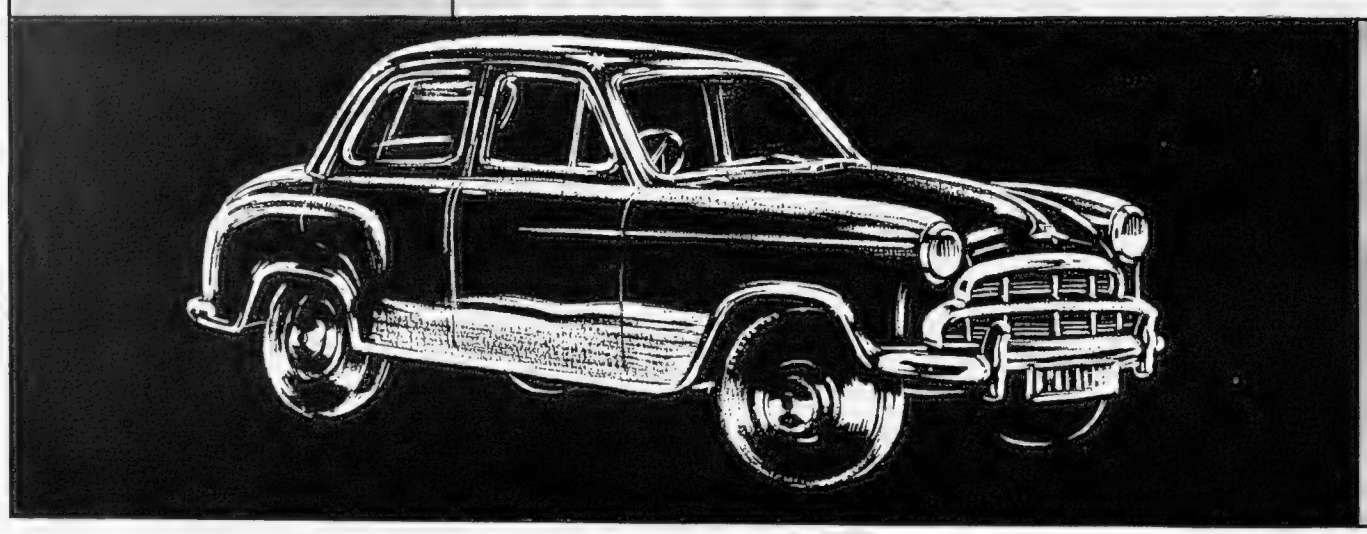
On left—

DAIMLER'S CONQUEST CENTURY SPORTS COUPÉ : This new model supersedes the Conquest Century Roadster, though it is powered by the same 2½-litre engine which allows a performance of over 10[illegible] m.p.h. The chief improvements in the new model concern accommodation. The Sports Coupé has three full-sized seats instead of two, which are shaped to a better curve at the back than before. The third seat can, however, be easily detached, thus providing a vast increase in luggage-space. Considerable improvements have been made to the hood.

On right—

THE LATEST SUNBEAM MARK III SALOON : Once again this car's engineering qualities have been proved by success in such international competitions as the Monte Carlo and Alpine Rallies. The 2¼-litre overhead valve engine gives a top speed of 95 m.p.h. The interior finish of the Sunbeam Saloon is again one of its great attractions. The foam rubber overlays which are fitted to all seats give special comfort. This year a new range of two-colour finishes has been made available, as well as single-colour schemes. Price £1,184 (including £349 purchase tax).



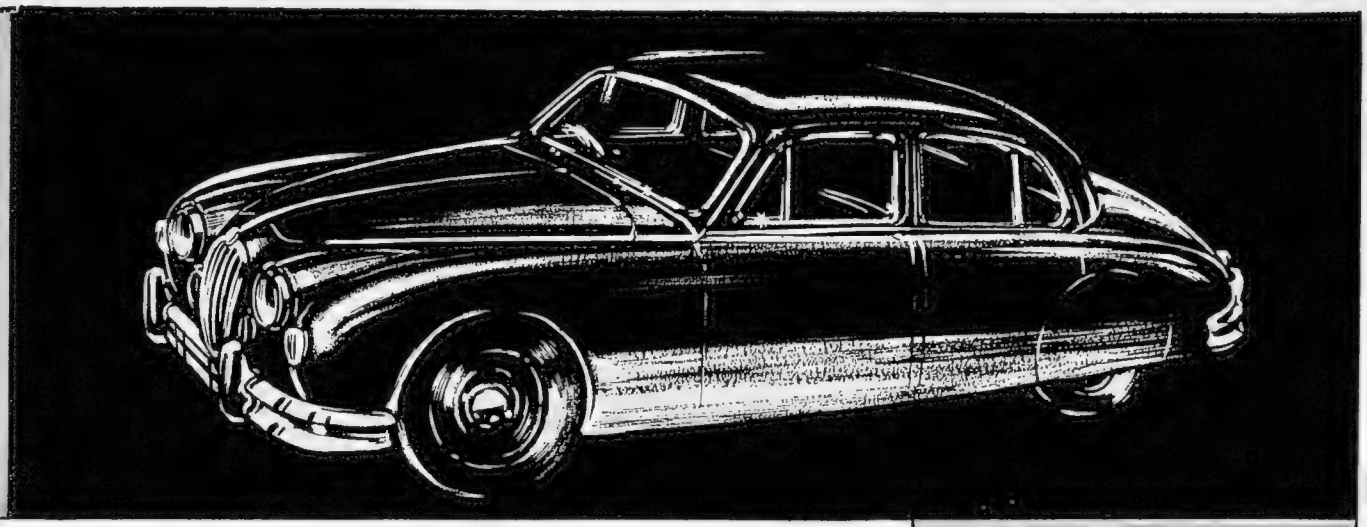


On left—

THE MORRIS ISIS : One of the two new models exhibited by the Nuffield Organisation at Earls Court, this large six-seater saloon is said to be capable of the highest performance of any Morris yet produced. It has a 6-cylinder, 2·6-litre engine. The fuel tank has a capacity of 12 gallons, and excellent road-holding is achieved by torsion-bar independent front suspension. There are three versions of the Isis : the Saloon (price £801 10s., including £236 10s. purchase tax); the Isis Saloon de luxe (£844) and the estate car version, the Isis Traveller (£957).

ɔTOR SHOW

ued)



On right—

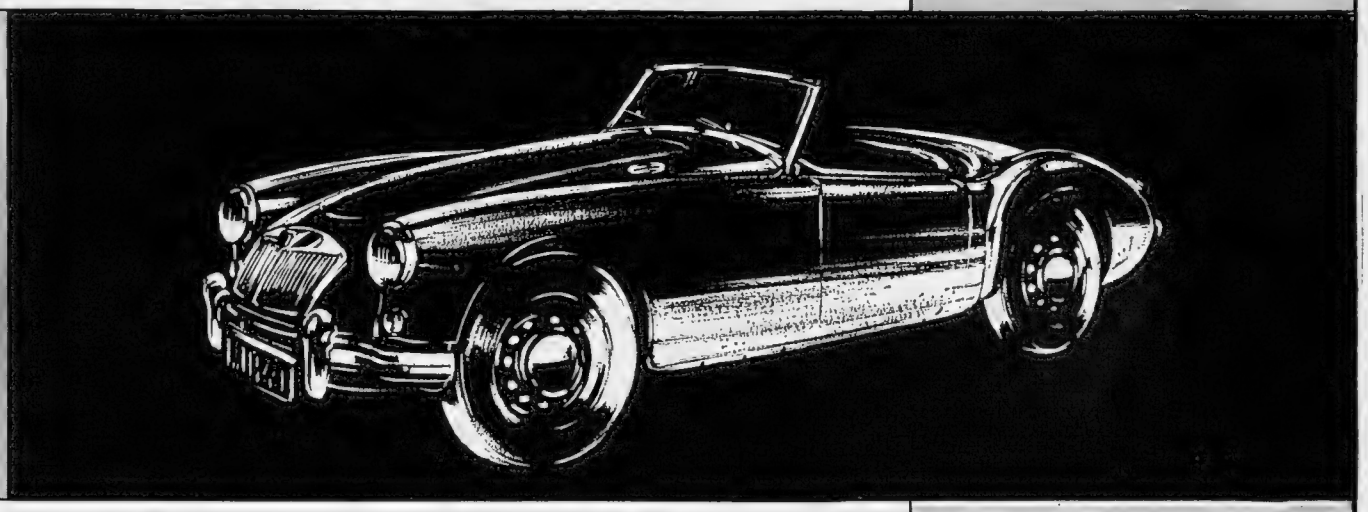
JAGUAR'S NEW 2·4-LITRE SALOON : It is being shown publicly for the first time at the Motor Show. Its engine is the 6-cylinder Jaguar XK ; the car has been introduced not to replace the Mark VII, but to meet the demands for a smaller car of a quality and performance similar to other Jaguar models, but within a lower price range. It will be capable of a speed of 100 m.p.h., and its price is £1,269 (including £374 purchase tax). The saloon can seat five, and there is the usual Jaguar polished walnut instrument panel. The fuel tank holds 13½ gallons.

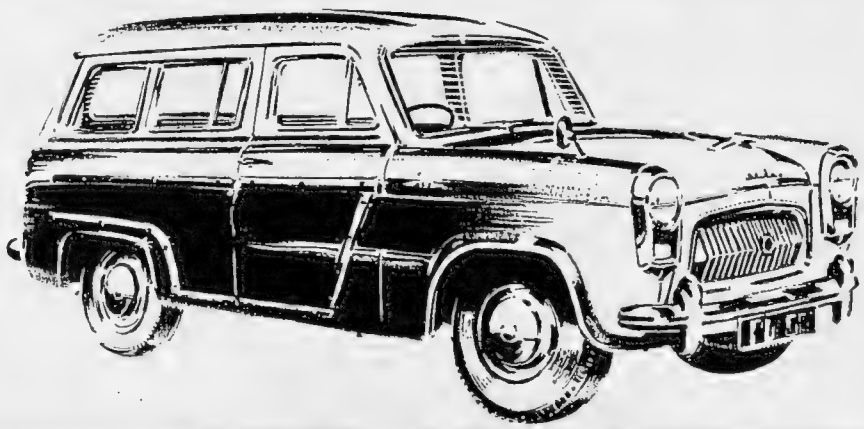
On left—

THE HUMBER HAWK ESTATE CAR : A newcomer to the Humber range, this dual-purpose model will carry six passengers in saloon-car comfort or a full load of luggage and equipment up to 7 ft. in length. The bench-type rear seat can be folded into the floor for extra loading-space. The estate car has four doors, and there is a tail gate which makes loading an easy matter. The rear window can be wound down into the tail gate if additional ventilation is required. The car has the 2,267 cc. Humber Hawk overhead valve engine. Price £1,254 17s. (including £369 17s. purchase tax).

On right—

THE MGA : The streamlined M.G. two-seater sports car which is being shown for the first time this year. The MGA is capable of well over 90 m.p.h. ; in appearance it breaks away from the traditional M.G. style. It is developed from the Ex 182 types which ran with success at Le Mans this year. The streamlined shape of the car's body greatly reduces wind resistance and allows the powerful 1½-litre engine to do its work unhindered. For the first time a luggage-boot is provided in an open two-seater of this type. Price £844 (including £249 purchase tax).



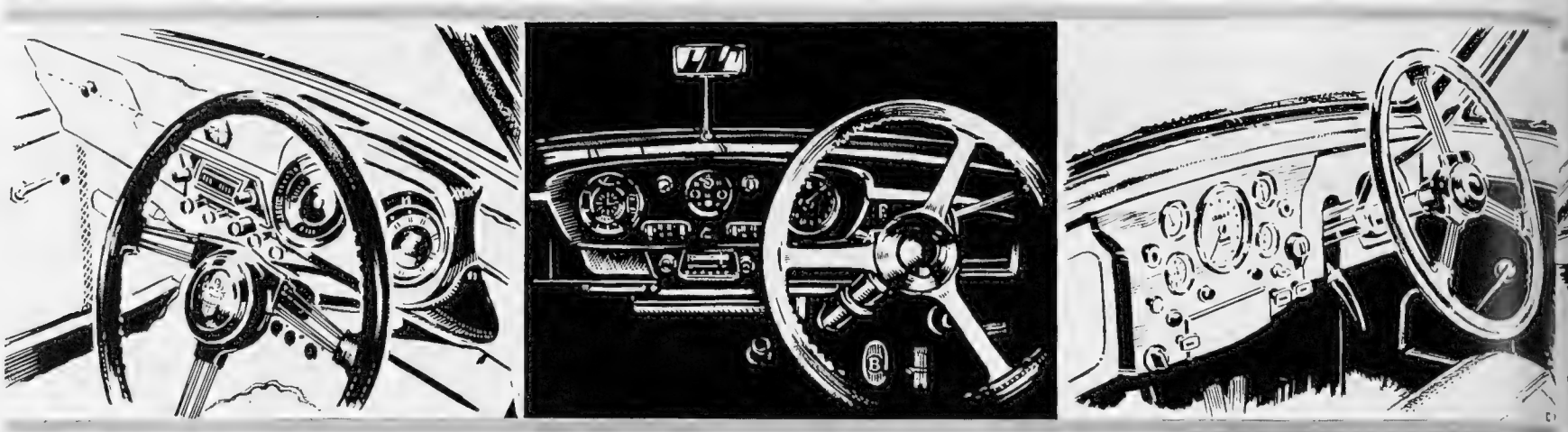


On left—

THE FORD SQUIRE : One of the two new estate cars being introduced by the Dagenham firm this year, the Squire is the de luxe version of the other newcomer, the Escort. The cars are based mechanically on the Anglia and Prefect. There is ample room for four passengers and their luggage. Alternatively, if required, the rear-seat cushion folds forward and the squab hinges into position, leaving a flat floor and transforming the vehicle into a carrier. The tail gate lowers to rest against a buffer on the bumper. Price £631 10s. (including £186 10s. purchase tax).

On right—

THE SINGER HUNTER 75 : A 1½-litre saloon with twin overhead camshaft engine, which has a maximum speed of over 90 m.p.h. It is a development of the Singer Hunter, but, in line with the enhanced performance of its engine, the Hunter 75 also has improved interior fittings. There is a polished, solid walnut instrument panel, facia-board and door capping. The leather upholstery is of a high quality, and the roof lining is washable. The floor is covered with pile carpet, and there is a reinforced heel mat for the driver. Price £1,150 (including £339 purchase tax).



WHERE DESIGNERS COMPETE TO PRODUCE WHAT THE DRIVER WANTS—THE FACIA PANELS IN THREE CURRENT MODELS: *On left* is the dashboard of the Austin A 90 Six Westminster. *In the centre* that of the Bentley "S" Series, and *on right* the facia panel of the Daimler Conquest Saloon. One of the features of post-war car design has been the importance attached by manufacturers to the improvement of these panels. The dashboard is one of the first things that catches the driver's eye, and the desire to have all the instrument clocks and switches ready to hand has led designers to make these efforts to provide compact, clear, and attractive facia panels.

THE 1955 MOTOR SHOW

(Continued)

THE M.G. MAGNETTE: This sports car for the family, with a 1½-litre o.h.v. B.M.C. engine, is finished in luxury style. Price £914 17s. (including £269 17s. purchase tax).

THE WOLSELEY SIX-NINETY: A luxury saloon with a powerful 2.6-litre 6-cylinder o.h.v. engine with twin carburettors. It has been only slightly modified since last year. Price £1,063 12s. (including £313 12s. purchase tax).

THE AUSTIN PRINCESS III SALOON: This car, shown here with its Vanden Plas body, is once again offered on short or long wheelbase chassis. This year, however, the long wheelbase models are fitted with tubeless tyres. This year also an automatic gear-box is offered as an optional extra. The Princess range has an Austin 6-cylinder o.h.v. engine of 3,995 cc. capacity. Price, long wheelbase, £2,834 9s. (including £834 9s. purchase tax).

(*Continued from page 147*)

optionally, to their Riley Pathfinder, Morris Isis, Austin Westminster and Wolseley 6-90.

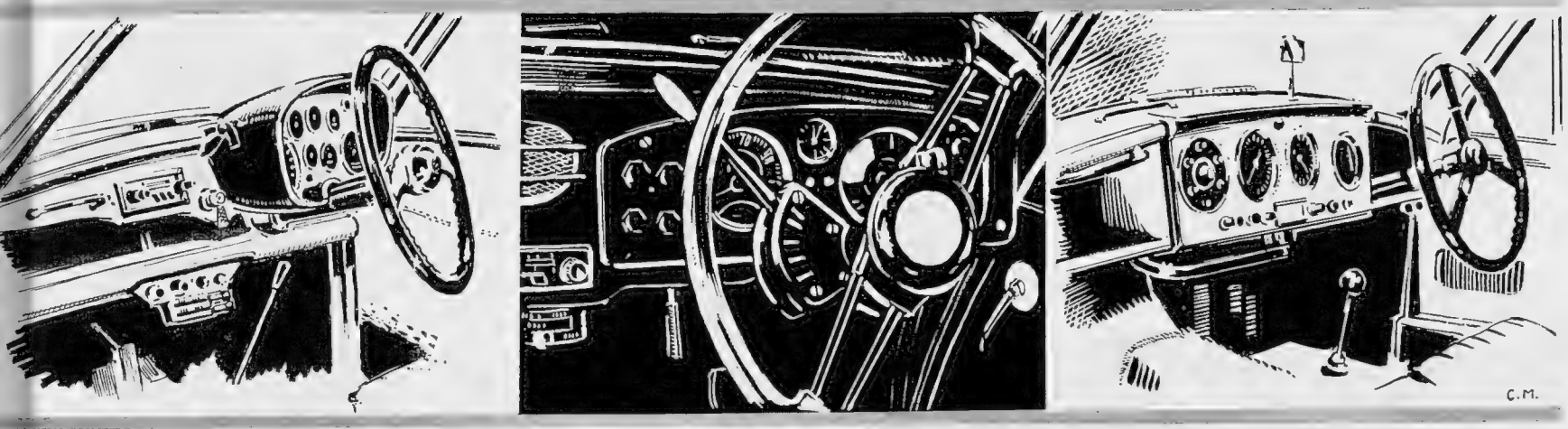
Two more technical points before we leave this aspect of the Show: compression ratios are still going up to take more advantage of the improved—though even more expensive—motor fuel. And Vauxhalls advise their customers that no "running-in" is needed for any of their cars in future. This is a good sales point, but I will wager that most Vauxhall buyers will still drive carefully for the first 500 miles!

There is no doubt at all that British manufacturers are devoting more thought to the appearance of their cars. This is apparent both in the styling of new models and in the colour schemes available.

Twin-tone colour schemes are available in wide variety, and a number of firms, including Vauxhalls, make a point that they have improved the quality of their paintwork. This last is an important factor, and I hope for the sake of export sales that the big firms really are getting down to this problem of improved finish on their products. In a plush West End showroom

THE LATEST HUMBER SUPER SNIPE: Further improvements in performance and appearance have been made in this latest model. The o.h.v. 6-cylinder 4-litre engine has an increased compression ratio and gives speeds of over 90 m.p.h. A new range of two-colour finishes is now available. Price £1,552 7s. (including £457 7s. purchase tax).

THE NEW HUMBER HAWK ESTATE CAR: An entirely new estate car is the latest addition to the Humber range. This view shows the rear door panel let down to the platform position, and gives some impression of the spaciousness behind the bench-type front seat, which can accommodate three persons.



THE STEERING-WHEEL, THE DASHBOARD AND THE GEAR-CHANGE LEVER—A CONTRAST IN DESIGN AND TECHNIQUE : *On left* is the Bristol 405. *In the centre* last year's Armstrong Siddeley Sapphire Saloon. *On right* the Aston Martin DB2-4. The Bristol has the instrument clocks collected into a neat group immediately below the driver's eye. To the left, at the top, is the radio, and below it the switches, almost next to the gear-change lever. The Armstrong Siddeley's facia panel is also below the wheel, but the switches are incorporated. The gear lever is on the left of the wheel. The Aston Martin dashboard extends to the left, with many switches at the far end.

THE CADILLAC LA ESPADA V 8-CYLINDER CONVERTIBLE : This latest experimental model is exhibited at Earls Court by Lendrum and Hartman Ltd. La Espada, powered by the powerful Cadillac engine, has a fibreglass body which, with its aerodynamic lines, enables it to reach speeds far in excess of standard Cadillacs. There is a hydromatic gear lever in the form of a large handgrip extending from the floor. Another feature is the spectrum-coloured thermostatic heat control, which indicates the interior temperature by gradually changing from red to blue. The brake has a double-size pedal which allows the driver to use either foot on it with ease. La Espada, which is 16 ft. 9 ins. long, has been "created to test public opinion."

THE CITROEN 2-LITRE SIX-SEATER SALOON : The outstanding feature of this car is the fact that, for the first time, a manufacturer has introduced power-assisted brakes in a mass-produced model. Other points to note are the power-assisted steering ; the independent wheel suspension, and the automatic clutch. There is, however, a gear lever which enables the driver to select and maintain the gear. A break from the Citroën tradition is the sleek and streamlined body. The 2-litre engine gives a maximum speed of nearly 90 m.p.h. The introduction of the disc brakes, which are fitted to the front wheels, together with the drum-brakes on the rear wheels, allows for varying conditions of load. Price £1,403 12s. (including £413 12s. purchase tax).

the other day when 1956 models were being displayed, I was appalled to notice a very bad example of "orange peel" finish on one of the star exhibits.

Now for a quick run through the 1956 offering of the leading British manufacturers. Let us take first the Big Six. The Standard Motor Company has obviously made a big hit with its new 2-litre Vanguard III. With the high reputation of its well-tried power plant and the greatly improved appearance of the car, Standards have produced another best-seller.

For the rest, their range continues with only minor modifications—unfortunately with increased prices—but there is a new version of the Triumph TR 2 sports two-seater. This is the TR 3, whose optional extras include accommodation in the back for two children or an adult. The TR 2 itself continues unchanged.

Standards have renamed the de luxe version of their 8-h.p. saloon. It is now the Super 8. In the same way, its bigger brother has become the Super 10.

I bracket with the Vanguard in popular appeal the new Sunbeam Rapier, the star débutante of the Rootes Group. This handsome, luxuriously finished two-door, four-seater saloon has a hotted-up Hillman Minx 1.4-litre engine and, with overdrive fitted as standard, it has a claimed top speed of 90 m.p.h.

Also new in the Rootes range is the capacious estate car version of the Humber Hawk. Sir William Rootes has been content to leave his Minxes more or less unchanged this year, but has given them a "Gay Look." The 2.3-litre Sunbeam sports saloon is, of course, still being built.

What of the Ford Company ? The Dagenham firm's range continues much as it was, but two very interesting newcomers are the estate car variants of the little Anglia and Prefect saloons. These should have a wide appeal. The Escort is based on the Anglia, and the Squire—which is, in fact, a de luxe model of the Escort—is based on the Prefect.

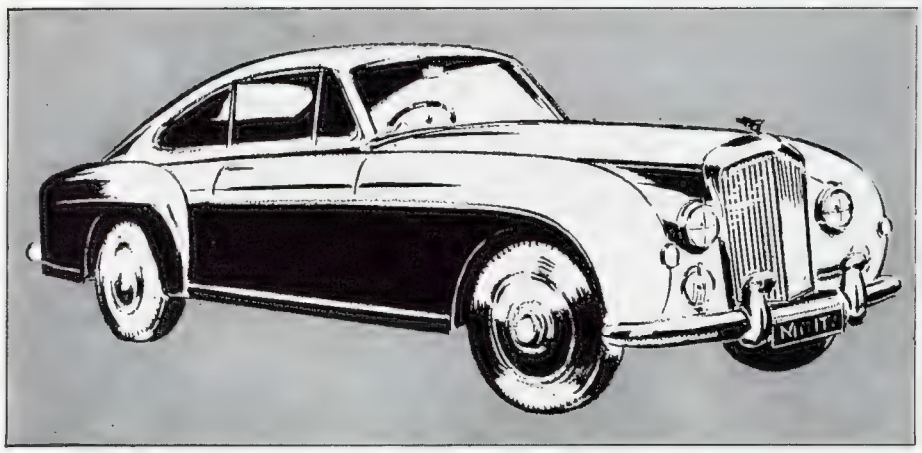
Fords have avoided the need to increase the price of their Anglia and Prefect by taking away some of the "frills." These refinements are now incorporated in new de luxe versions of these two models with the addition of a redesigned facia.

The British Motor Corporation, formed by a merger of two of the Big Six—Austin and Nuffield—have been content this year to follow a policy of leaving well alone. There are two exceptions : Nuffield introduced their new Morris Isis models earlier in the year, which means they are making their first appearance at Earls Court ;

(*Concluded on following page*)

THE LANCIA SPIDER G.T. 2500 : This 2½-litre car is making its debut at Earls Court. It is the first open sports two-seater produced by Lancia for twenty-five years. The Spider is capable of a speed of close on 120 m.p.h. The body is designed by Pinin Farina, one of the great body-builders of Italy. Special attention has been devoted to the comfort of the interior : even the steering-wheel is adjustable by the driver. The gear lever on the floor comes easily to hand ; it operates a four-speed synchromesh gear-box at the rear of the propeller shaft. There is a spacious luggage boot. Price £2,997 7s. (including £882 7s. purchase tax).

The 1955 Motor Show



THE BENTLEY CONTINENTAL SPORTS SALOON BY H. J. MULLINER: By applying aircraft techniques to car-body production, H. J. Mulliner has achieved aerodynamic cleanness which increases speed. The rear mudguards form fins to stabilise the car at high speed, and considerable attention has been paid to the reduction of wind noise.

camshafts and develops 75 b.h.p., hence the name. The present Hunter remains almost unchanged, and the third member of the trio is an "austerity" model (the one without the spare wheel).

The Daimler Company has again vigorously reshuffled its range and there are some new names to memorise. The Century-Conquest roadster has been greatly improved and is now known as the Sports Coupé. From last year's Regency has been developed the One-O-Four. It is available with either a 3½- or 4.6-litre engine, and there is a ladies' luxury version with an incredible catalogue of fitted extras varying from gold pencils to sheepskin rugs and telescopic umbrellas.

The Sportsman has been replaced by the Four Light Saloon and there is now a big seven-seater limousine with a 4.6-litre engine, the DK 400.

The three-car Rover range continues as before, but the "90" can now be bought with an overdrive and improved brakes (fitted at the cost of the traditional free-wheel device).

Alvis are showing a new model which is really last year's Grey Lady in a new dress. It has handsome, two-door coachwork by Graber, of Berne, Switzerland.

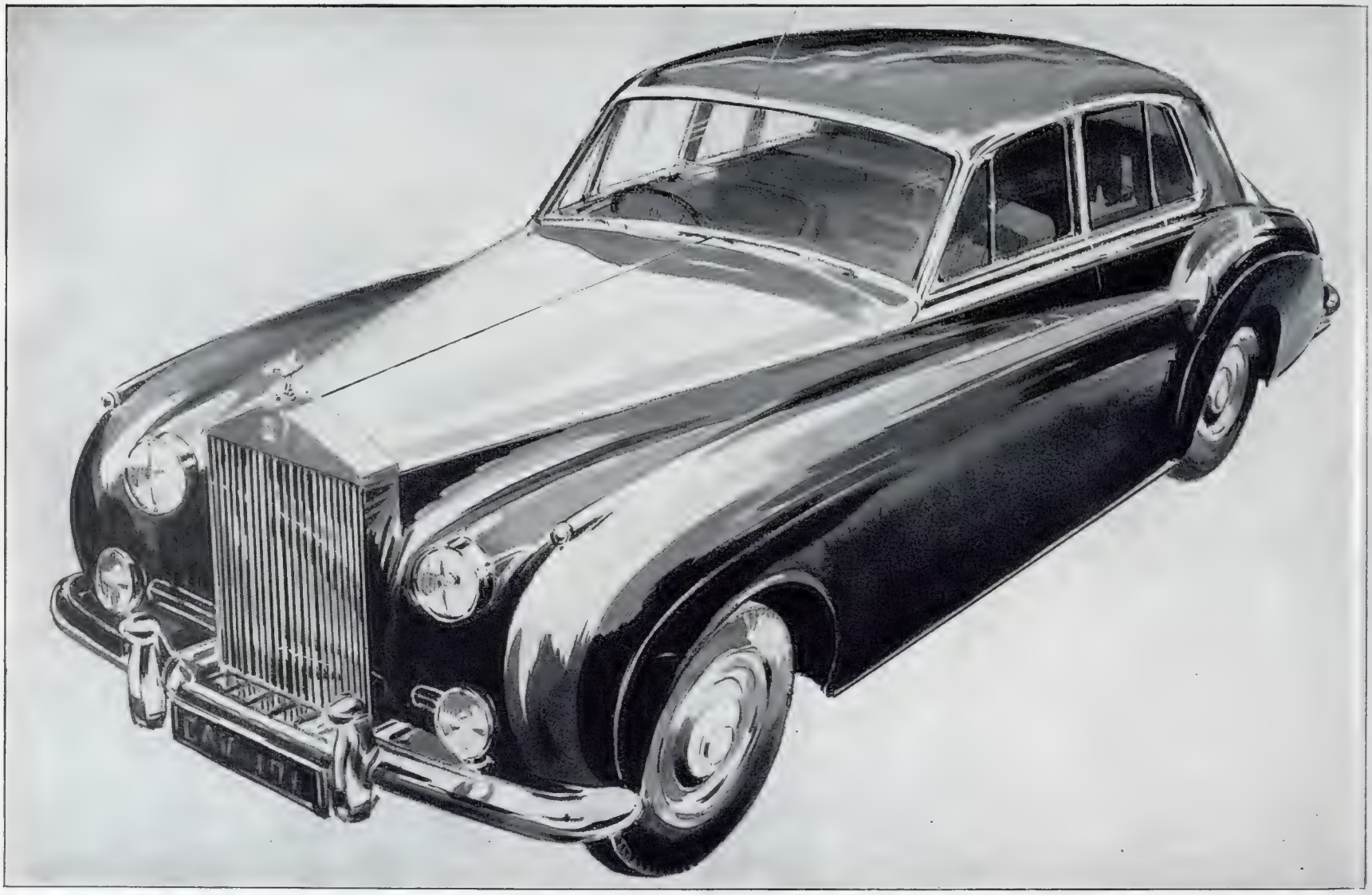
The new Bentley Series "S" and its Rolls-Royce sister—the Silver Cloud—have been with us for some time and so have the new Bentley Continental models with special coachwork.

The A.C. and Bristol cars are more or less unchanged and so are the Jensen 541 and Interceptor.

Mr. Sydney Allard is displaying a new competition two-seater with an enormous V 8 Cadillac engine and capable of 150 m.p.h.

For those who like a sporty performance in a smaller car, Morgan of Malvern offer a new two-seater with a 1,172 cc. 4-cylinder engine (it is the one used in the Ford Anglia and Prefect).

Among these cars are models to suit every taste and meet every motoring need. Perhaps there are too many. Perhaps we could keep our prices down a little more effectively if we concentrated on fewer models—a policy successfully exploited by at least one of our big Continental rivals.



THE ROLLS-ROYCE SILVER CLOUD: The four-door saloon which is a companion to the more luxurious Silver Wraith. Like that car, the Silver Cloud has a 6-cylinder engine with capacity of 4,887 cc. Its overall length is 6 ins. shorter, at 17 ft. 8 ins., and its width a few inches less. The car has an automatic gear-box, servo-assisted brakes, and front suspension by independent coil springs with hydraulic shock dampers and anti-roll rod. Price £4,796 10s. (including £1,411 10s. purchase tax).

(*Concluded from previous page*)

and more recently they announced the new MGA sports two-seater. This 1½-litre speedster has a beautifully streamlined body in striking contrast to the angularity of the famous MG Midgets whose place it takes.

For the rest, Nuffield Motors at Cowley continue to offer their Morris Minor, Morris Oxford and Cowley, Riley Pathfinder, the MG Magnette and the two Wolseley saloons.

The Austin range also shows little alteration, so there will be no interference with production rhythm in the case of the 7-h.p. A 30, the Cambridge A 40 and A 50, the lively 6-cylinder Westminster and the big Princesses (on which an automatic gear-box is now available at choice).

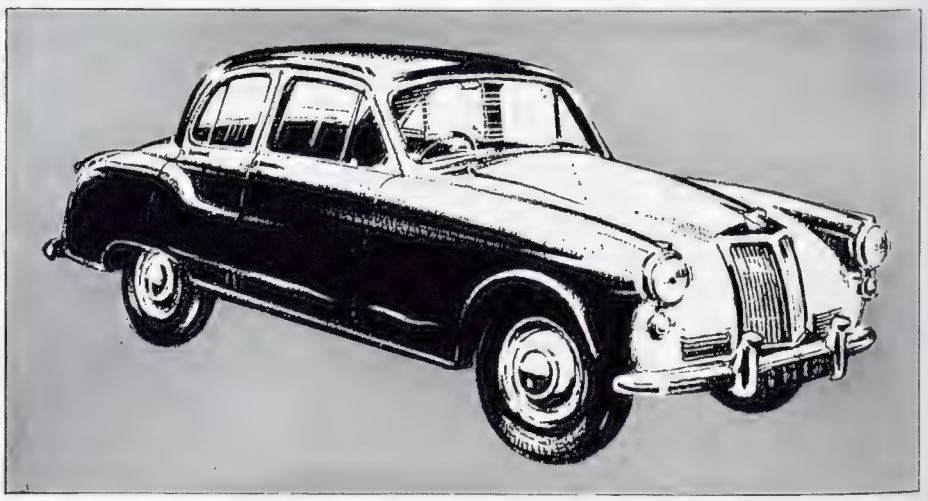
I have already referred to the Vauxhalls. The three cars in this range, the Wyvern, Velox and Cresta, continue basically unchanged but with many refinements, including better brakes, improved visibility, winding windows and a re-designed radiator grille.

Apart from the handsome new Jaguar, a number of other interesting new cars appear on the stands of the smaller independent firms.

Prices of the new, smaller Armstrong Siddeley Sapphire, mentioned already, are: 234 saloon—£1,065 (increased by tax to £1,510); 236—£1,104, or a total of £1,565. The price of the bigger Sapphire has not been altered.

Mr. David Brown offers a new Aston Martin model; a hard-top version of the DB2–4 saloon. The price of this newcomer is the same as that of the saloon, which has been increased by £125 on basic price, making a total with tax of £2,905.

Singer Motors' three-car range includes the Hunter 75 with an improved version of the famous Singer 1½-litre engine. It has twin overhead



THE ARMSTRONG SIDDELEY 234: With the 236, the 234 is a new model on show for the first time. Both cars have the same body and outward appearance—a five-seater with luxurious interior. The 234 has a 2·3-litre 4-cylinder engine with orthodox synchromesh gear change and central gear lever. The 236's engine has 6 cylinders, and there is a manumatic no-clutch gear change as well as the central gear lever.

ROVER

CARS FOR THE NEW SEASON

THE 'NINETY'

HIGH PERFORMANCE By increasing the compression ratio, the acceleration has become still more vivid. An optional overdrive ensures a higher maximum speed, exceptionally fast and silent cruising at low engine speeds and a useful saving in petrol consumption. Top gear flexibility, so valuable when driving in traffic, is unaffected.

EXTRA SAFETY To match this livelier performance, a new Servo-assisted braking system is introduced. This ensures impressive light-pressure stopping from high speeds and maximum safety under modern road conditions.

THE 'SIXTY', 'SEVENTY-FIVE' AND 'NINETY'

EXTRA COMFORT *Rover cars have a fine reputation for driver and passenger comfort. There is now a choice of two styles in the front seating: a bench type seat or, as an optional extra, two individual seats independently adjustable. The deep hide upholstery is pleated to retain its shape and the rear arm rests have been redesigned for greater comfort.*

EARLS COURT STAND No. 160

THE ROVER COMPANY LIMITED • SOLIHULL • BIRMINGHAM also DEVONSHIRE HOUSE • LONDON

CVS-301

SEE THEM AT THE SHOW!

The Austins so many people are so very proud to own!

Go to the Show. Make straight for the Austin Stand. There you'll see the cars that millions of people are so very proud to own. The big, fast, 6-cylinder A90 Six Westminster with OVERDRIVE as optional extra to give refined performance and more m.p.g. The nippy, thrifty A30 Seven. The roomy, family-sized A40-A50 Cambridge. Each one a winner in its class. Each dependable in every inch. Again this year it's Austin—pride of the Show!

Stand 162

Austin-Healey on Stand **149**

Austin 135 Princess saloons and limousines on Vanden Plas Stand **102**

AUSTIN —you can depend on it!

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

Over and Under the Ground

News Pictures of Communication Schemes in America and England

On left—

A NEW ELEVATED RAILWAY SYSTEM IN NEW YORK : A photograph of 34th Street and Broadway with an artist's impression of the new elevated railway which it is proposed will help solve New York's ever-growing traffic problem. It is planned that 900 miles of overhead track will carry passenger trains serving an area much the same as the London Transport Underground system now serves. These aerial trains will replace the nine commuting railways at present serving the capital. This modern approach to mass transportation of passengers has been put before the Metropolitan Rapid Transit Commission by H. K. Norton, who represents a private group of companies.

A TRAIN AND PLATFORM OF THE FUTURE : An artist's impression of the type of overhead train and railway station which would be built in New York if the plan is accepted. The old overhead railway system which was built last century is now being closed down.

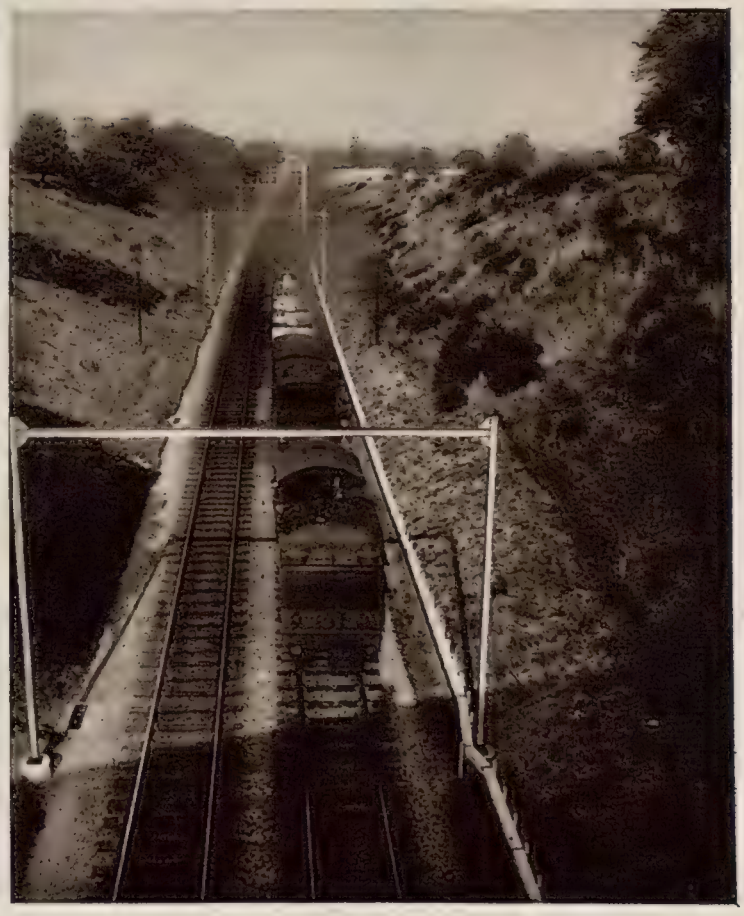
A TUNNEL BETWEEN TWO STATES IN AMERICA : Engineers and workmen are seen as they prepare to enter a compressed-air section of the Lincoln Tunnel which runs under the Hudson River to join Manhattan, New York, with Weehawken, in New Jersey. The men are engaged in building the third and largest tube of the tunnel and are celebrating the fact that they have now pushed the construction across the State line between New York and New Jersey. Of the two tubes already built, the first was opened in 1937 and the second in 1945.

On left—

MORE MODERN RAILWAYS FOR BRITAIN : This special concrete train is seen in action on a stretch of line near Rayleigh, in Essex. The concrete mixed on the train is used to cement into place masts which will be used for electrification. The electrification scheme will eventually cover lines between Liverpool Street and Southend.

On right—

THE MASTS WHICH WILL CARRY THE ELECTRICITY CABLES : Engineers can cover a mile of track with these masts during one day's work.



THE SITE OF THE NEW COVENTRY CATHEDRAL : A view from the tower of the ruined Cathedral Church of St. Michael, showing the foundations of the new building. Looking beyond the old Cathedral, one sees, at left, the Chapel of Unity ; in the centre the Nave with its zigzag-shaped walls, and on the right the curved outline of the Baptistery.

Coventry's Third Cathedral is Taking Shape

It is Rising Alongside the Bomb-Damaged Cathedral, and on the Site of the Ancient Minster-Cathedral of the Diocese of Coventry and Lichfield

Work on the site of the new Cathedral at Coventry, to replace the war-damaged building, began in June, 1954. It is being erected to the design of Basil Spence, whose entry in the competition for the new Cathedral was described as "of outstanding excellence." Although Mr. Spence has since made many improvements to his design it remains basically the same. By choosing a new site the architect has taken the opportunity of designing a completely new Cathedral in contemporary style but harmonising with the ruins of the building 500 years old. It will stand at right-angles to the old building and will run from north to south, the Altar being placed at the geographically north end of the Cathedral. It will also be close to the site of the Minster-Cathedral of the ancient Diocese of Coventry and Lichfield.

The whole of the exterior of the new Cathedral will be built of pink-grey sandstone, and the roof of the Nave will be as high as the middle of the triple window half-way up the old tower. The walls on both sides will be formed of a series of massive "cliffs" of stone 3 ft. thick, and set at an angle to the line of the building. Windows or windowed walls will then be set between the "cliffs" of stone to complete the angles. They will reach from the ground to the roof in an unbroken series of many tiers of four lights each, thus throwing the maximum amount of light into the interior, and especially towards the High Altar. The roof, which will be of concrete covered with copper, will be straight from end to end, except that it will rise a little at the south between the Baptistery and the Chapel of Unity. In order not to cause confusion with the tower of the old Cathedral there will only be a tall, slender spire rising from the highest point of the roof.

Inside the Cathedral the Nave will be 270 ft. long and 80 ft. wide ; that is, as long and as broad as the corresponding sections in the old building, but about 20 ft. higher. Normally, the seating will accommodate 1,350 people, but the congregation can be increased to 2,000. This will often be the case when a big Diocesan service is being held. The ceiling will take the form of an immense canopy or baldachino, made of very thin but very strong reinforced concrete, stretching over the entire length and width of Chancel and Nave, and supported on two rows of seven extremely slender columns on either side.

Prominent among the other features of the Cathedral is the Chapel of Unity, in the shape of a Crusader's tent and intended for the use of the Free Churches as well as those of the Anglican Faith.

On left—

THE RUINS OF THE EARLIEST CATHEDRAL : Found during excavations in the summer, they are believed to be part of the east end of the Minster-Cathedral of the Diocese of Coventry and Lichfield, an abbey founded by Leofric, Earl of Mercia, and his wife, Godiva, in 1043. It was dismantled at the time of the Dissolution. The ruins are to be preserved.

FROM THIS CONSTRUCTION WILL ARISE THE MODERN-STYLE CATHEDRAL DESIGNED BY BASIL SPENCE: On the right is the central duct, which will be used for heating, and on the left is the Crypt. In 1952 Mr. Spence modified his plans with a view to removing controversial aspects. He modified the sharp angles of the main walls and made other amendments in order to obtain clear harmony with surrounding buildings.

LOOKING TOWARDS THE ALTAR IN THE SHELL OF THE OLD CATHEDRAL: In his plans for the new building, Mr. Spence has preserved intact the ruins of the old Cathedral as a memorial garden, placing his new building at right-angles to the old and linking the two by an open porch. Daily services of the church are still held in the ruins and in the Crypt, and the Cathedral continues to function as the seat of the Bishop.

THE COVENTRY SKYLINE DOMINATES THE SCENE: Towering above the foundations of the Cathedral are the towers of St. Michael's (left) and the near-by Holy Trinity Church (right). Construction is expected to take about five years. A booklet describing the work involved, issued in connection with the Cathedral's Reconstruction Fund, can be bought in the old building. It costs 2s. 6d.

READY TO SAIL FOR THE "GREAT WHITE SOUTH": The 900-ton *Oluf Sven* lies in the Thames Estuary before embarking the Hunting Aerosurveys Limited expedition for its base on Deception Island for the survey of Grahamland.

PREPARING TO MAP ANTARCTICA

A British Expedition Gets Ready to Leave London to Chart 50,000 Square Miles of Grahamland in One of the Widest Aerial Surveys Ever Undertaken in Polar Regions

In a few weeks' time a base will have been established upon Deception Island, in the South Shetlands, for a British expedition charged with a Government mission. Last June the Colonial Office announced that the Government had decided to carry out an aerial survey of Grahamland, the peninsula running from the edge of the vast Antarctic continent. It was stated that the contract for this important task had been awarded to Hunting Aerosurveys Limited.

The pictures on this page were taken as the expedition was preparing to sail from the Thames. It is planned to survey from the air some 50,000 square miles of remote Grahamland, and it will be the first time such an aerial survey has been attempted on such a scale in the polar regions. The expedition is expected to arrive in its ship, the *Oluf Sven*, at Deception Island early in December and set up its base there some eighty miles from the Antarctic coast.

The aircraft to be employed for mapping purposes will be Canso amphibians. Two of these big twin-engined machines have been specially adapted for their role at the headquarters of the Hunting Group's Canadian associates in Toronto. They will fly from Canada and meet the party going by sea on Deception Island. A helicopter will also be used to carry parties to ground areas which are inaccessible by ship or on foot. The *Oluf Sven* carries the helicopter and her deck has been specially fitted to enable the aircraft to take off and land on it. The maps and charts made by the expedition will undoubtedly be of great value to geological and other scientific investigations being planned for Antarctica. Before leaving London, the ship was visited by the Lord Mayor of London, Sir Seymour Howard. He was shown the special devices the ship is carrying and some of the expedition's equipment by Mr. Peter Mott, the leader, and Mr. John Saffery, D.S.O., the deputy leader and flying manager. Mr. Mott, who is aged forty-two, lives at Chipperfield, in Hertfordshire. Mr. Saffery, aged forty-eight, lives in West London.

CHECKING EQUIPMENT: Mr. G. Milburn, the expedition's radar and radio expert, checks some of his intricate equipment. Mr. Milburn comes from Rothbury, Northumberland.

CHIEFS OF THE EXPEDITION: On the *Oluf Sven* in London Docks are, from left, Mr. Peter Mott, leader of the expedition; Captain Ryge, master of the ship; and Mr. John Saffery, deputy leader and flying manager.

THE LANDING-DECK FOR A HELICOPTER: A special net has been stretched on the deck of the *Oluf Sven* to allow a helicopter to land. *On left*—Mr. Mott (left) and Mr. Saffery explain the net to the Lord Mayor of London, Sir Seymour Howard (kneeling), during his visit to the ship.

Seaford Looks to its Defences

The Sea-wall is Being Repaired in Readiness for the Winter

SEAFORD PREPARES FOR THE ONSLAUGHT OF THE SEAS : As the first heavy seas of the winter season begin to batter against the sea-wall, the work of constructing new defences goes ahead in the Sussex seaside town of Seaford. The pictures *above* and *on right* show the preparations which are being made along the promenade to repair the damage already caused by heavy seas. Last year severe gales smashed a newly-built wall and the work had to begin all over again. During past winters, traffic which would have used the coastal road has had to be diverted, because heavy seas, whipped up by the gales, have washed tons of sand and shingle on to the road. Now, the local Sea Defence Commissioners have accepted a £514,138 tender by the Demolition and Construction Company Ltd. for new sea defences. This money will be spent on permanent reconstruction and long groynes. Neon signs are also to be erected to warn motorists of the danger of heavy seas.

Below—

THE WORK GOES ON AT THE WATER'S EDGE : Workmen are seen engaged on the reconstruction of the sea-wall along the promenade. Last year's breach, which was 50 yards wide, occurred shortly after the sea defences had been repaired at a cost of over £20,000.

PART OF SEAFORD'S EXTENSIVE SEA-WALL : The groyne, which runs out from the wall, is fitted with hatches capable of trapping the beach whichever way the sea is running. When a gale starts piling sand up against the groyne, the hatches are opened and the sand is washed through.

THE HOME NEWS IN PICTURES

A SURVEY OF RECENT EVENTS IN ENGLAND

NELSON'S FLAGSHIP 150 YEARS AFTER THE BATTLE OF TRAFALGAR: H.M.S. *Victory* is seen with a trellis-work of scaffolding adding to the apparent confusion of her many spars and ropes. The ship is at present undergoing an extensive refit and renovation at the Royal Dockyard in Portsmouth. Yesterday (Friday), the 150th anniversary of the Battle of Trafalgar, a special service was held on board the *Victory*.

FURTHER MEMENTOES OF THE FAMOUS ADMIRAL: Some of the Nelson relics which are on show at the National Maritime Museum in Greenwich. The table is made of wood from the ship *San Josef*, which Nelson captured at the battle of Cape St. Vincent. The mirror is from the *Victory* and the two chairs from the Admiral's house at Merton. A special exhibition is being held at the National Maritime Museum in connection with the 150th anniversary of Trafalgar. This is called "The Little Admiral Exhibition" and is housed in the Museum's East Wing.

A DOLPHIN AT TEDDINGTON: A surprised angler watches a dolphin speeding past his boat near Teddington Lock. This is a rare sight for fishermen in this area. It is believed that the dolphin, which measured some 8 ft. in length, swam up the river and then became marooned.

A ROUND-UP ON DARTMOOR: This peaceful part of Great Britain takes on some of the aspect of the Wild West during the annual round-up of the wild ponies. The ponies are collected for branding and then turned loose.

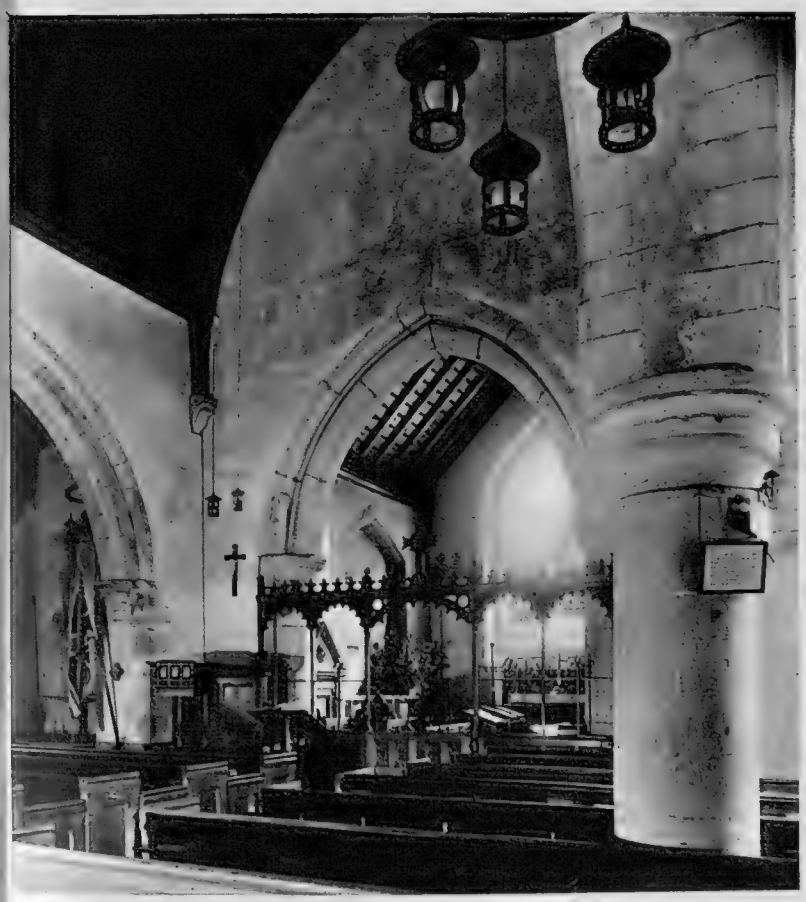
On left—

THE WHITEHALL GARDENS SCHEME IS WELL UNDER WAY: This is the scene which is hidden from passers-by on the Embankment and Whitehall by high fences. The completed buildings in the background are part of the scheme and are at the moment shared by the Board of Trade and the Air Ministry. It is understood, however, that the Air Ministry will eventually move into the new buildings.

THE MINISTER OF TRANSPORT VISITS THE FIRST GOVERNMENT-OPERATED VEHICLE TESTING STATION AT HENDON : Mr. Boyd Carpenter is an interested spectator as technician Mr. Douglas Boyd checks the focus of the Minister's car headlamps.

A MIDGET RACING CAR IS PUT THROUGH ITS PACES : The speedway rider, Cyril Brine, seems concerned over the behaviour of his front wheels as he tests the Atom Car, which is claimed to be the smallest racing car in the world on the Rayleigh, Essex, speedway track. The car has been built by the Wimbledon Speedway controller, R. Greene, in conjunction with Sydney Allard, and is powered by a 500 cc. JAP engine. The only controls are clutch and throttle. It is hoped that speedway fans will see these cars racing some time next year.

TESTING FOR BRAKE EFFICIENCY AT HENDON : The Minister of Transport and Civil Aviation looks on as a car is tested. With him are, from left to right, Sir Hugh Lucas-Tooth, M.P., Under-Secretary at the Home Office ; Mr. C. Orr-Ewing, M.P., whose car is under test ; and Mr. Ross, of the Police Division, Home Office. *On right*—The Minister sees the inspection-pit. The Hendon station, the first of its kind to be built in this country, is available for use by all drivers. The tests cover all important parts of the car, and the results are treated as confidential. The new station at Hendon cost £12,000 to build.



RESTORING AN ELEVENTH-CENTURY CHURCH : An interior view of the Church of St. Peter and St. Paul in the village of Chaldon, near Caterham, Surrey. *On right*—The church, showing some of the scaffolding which has been erected around the tower. The building is in need of £750 to pay for the restoration of the decaying stonework : and the Historic Churches Fund has promised to pay £250 towards the cost. The church is reputed to have been built in the year 1097 and has a painting dating from about 1200.

CHINESE THEATRE COMES TO LONDON

It is Seen for the First Time in Britain

"THE MONKEY KING FIGHTS HIS WAY TO HEAVEN": Wang Ming-chung (centre) has the title-part in this drama of the Classical Theatre of China, which opens at the Palace Theatre on Monday.

One of the dramatic attractions at this year's Edinburgh Festival was the appearance of the Kabuki dancers from Japan. After the Festival they gave a short season in London. Now Londoners are to see another side of the Oriental drama, for this week, the Classical Theatre of China opens at the Palace Theatre for three weeks.

It was not until this summer that the Chinese National Theatre had ever been performed outside its native country. Then the Company came to Paris. There can be little doubt from all reports that London is about to enjoy performances by the Chinese which will cause in their own way as much of a furore as did the Japanese Kabuki. There is a contrasting difference between the styles of the two Oriental theatres. Whereas the Japanese were slow and formal in their movements, the Chinese are amazingly quick and sometimes seem to be improvising. An example of the speed of the Chinese performance can be gauged from the fact that it is calculated that the actor who plays the principal part in *The Monkey King Fights His Way to Heaven* expends as much energy in fifteen minutes as a hard-working labourer uses in fifteen hours.

THE CLIMAX OF A RAPID DANCE MOVEMENT: In the finale of *The Monkey King Fights His Way to Heaven*, Wang Ming-chung stands behind the kneeling dancer. One of the most fascinating aspects of this Oriental Theatre, which has recently toured France and Switzerland, is the speed with which the various dance movements are carried out.

A CHINESE ROMANCE: From left are the Green Serpent (Liu Lan); the White Serpent (Tu Chin-fan) and the Lover (Yeh Sheng-lan) in *The White Serpent* a typical Chinese romantic opera with a strong plot and a happy ending.

"A FIGHT IN THE DARK": One of the combatants throws the other into the air in a swift and intricate movement in the performance of the Chinese Classical Theatre which starts its first season in London next week.

RICH ORIENTAL COSTUMES: These two in *A Fight in the Dark* wear vivid costumes, typical in the Chinese Company.

CHINESE SYMBOLISM: In Yentang River, the General shows that he is to be recognised by his flags.

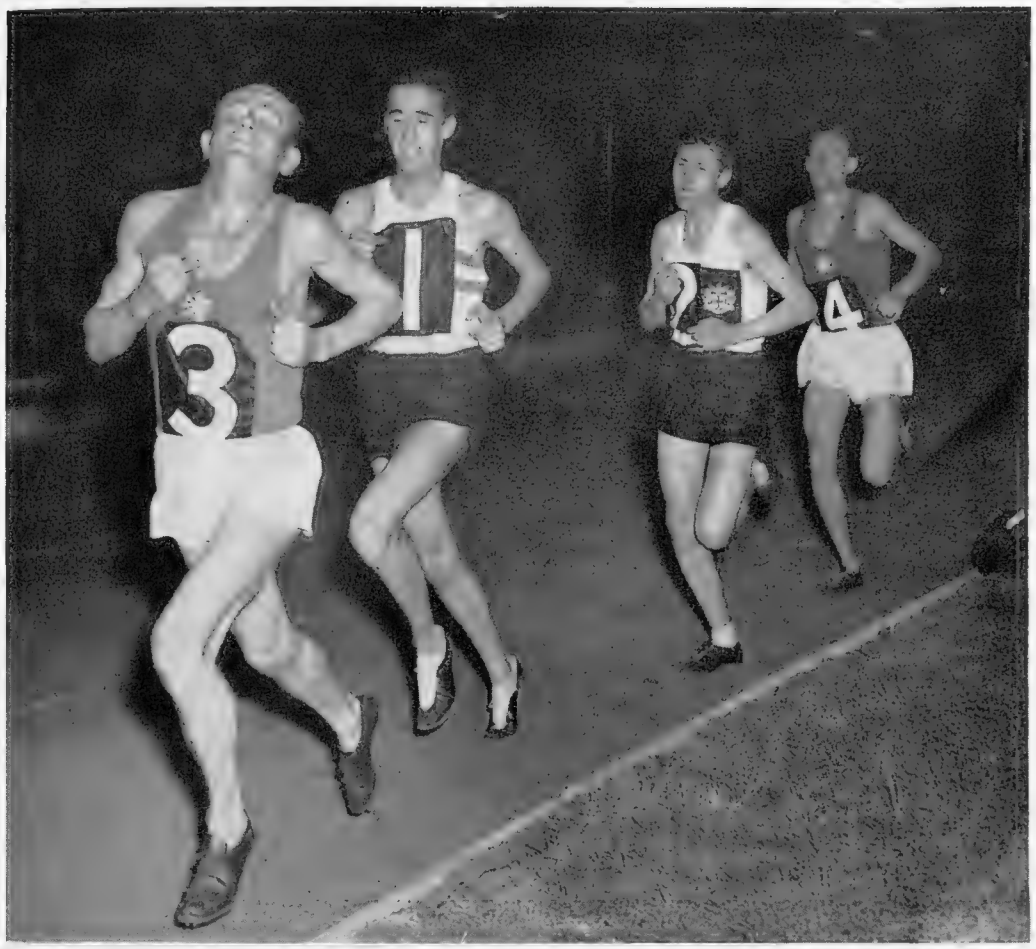
London v. Prague

In the Athletics Match at the White City Last Week, Pirie Beat the Great Zatopek over 10,000 Metres

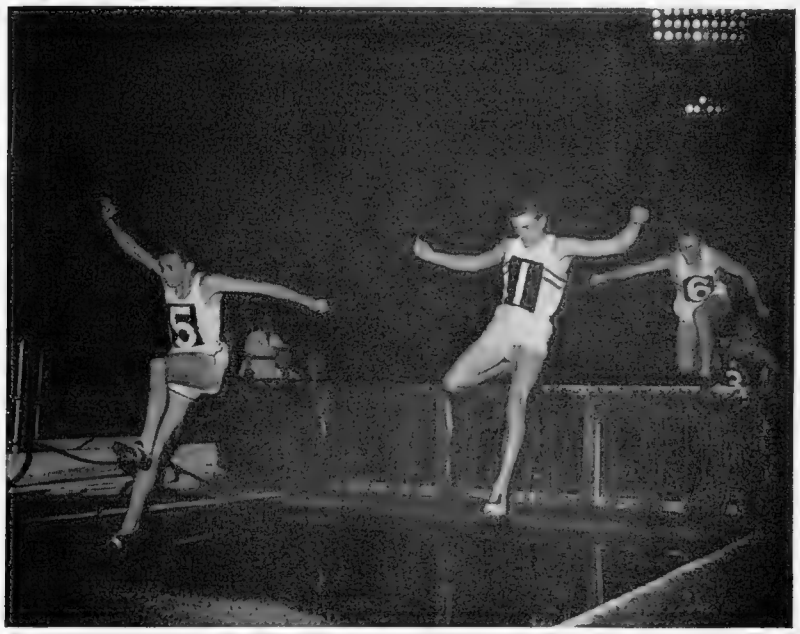
Last week, at a floodlit athletics match at the White City between London and Prague, Gordon Pirie achieved one of his most cherished ambitions he outmanœuvred and beat Emil Zatopek, the great Czech holder of four Olympic Gold Medals, over 10,000 metres. Only last month Pirie and his running companion, Ken Norris, had beaten Zatopek in Prague over 5,000 metres. But on the following day the master, though he is now thirty-three, still had enough craft to outrun his young rivals over the longer distance. But as Zatopek himself knew, the young men were beginning to learn all the answers, and when his tactics had been mastered by them they would surely win the battle.

So it proved last week. At Prague Zatopek had let Pirie and Norris take the lead and make the running, and then overhauled them in his own time. At the White City he decided to take the lead himself. By a series of spurts he sought to shake them off, but either Pirie or Norris kept at his heels, and occasionally even took the lead. When the runners came to the bell for the beginning of the last lap—all but 64 yards of six miles—Zatopek was leading the two English runners by a matter of feet. But as the bell sounded Pirie came up to Zatopek's shoulder; briefly the runners glanced at each other—Pirie quietly confident of victory, Zatopek realising that he was beaten. Pirie tore away from the Czech in a last, unbeatable effort. Norris also passed Zatopek, so that when Pirie reached the tape he was ten yards ahead of Norris and nearly fifty in front of the Czech colonel.

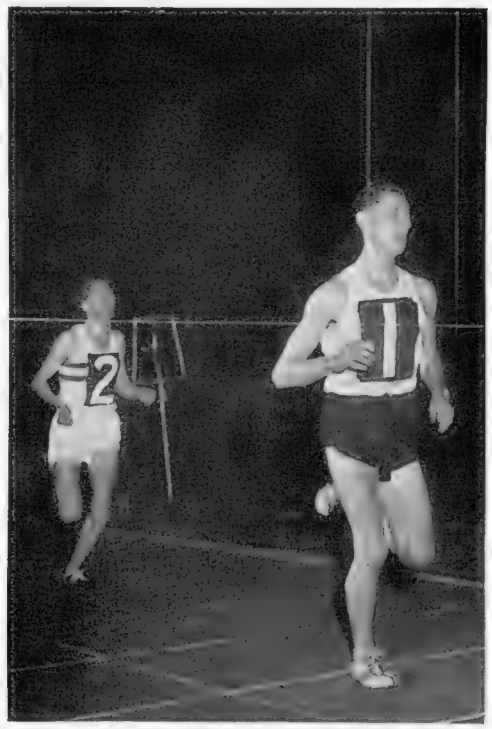
This fine race was the highlight of the meeting, in which the Prague men beat the Londoners by 110 points to 106, but the London women avenged this defeat, winning by 39 points to 27. A great surprise, however, came in the 3,000 metres steeplechase. For this event, the Polish world record holder, J. Chromik, was specially invited, so that he and J. Disley, the British champion, could fight out the battle for supremacy. Neither, however, won. First to breast the tape in the encircling gloom of a London fog was E. Shirley, an English runner comparatively little known. He beat Disley fairly comfortably in a new British record time of 8 mins. 47.6 secs. C. W. Brasher, in the race as an extra pace-maker, came third, and Chromik had to be content with fourth place.



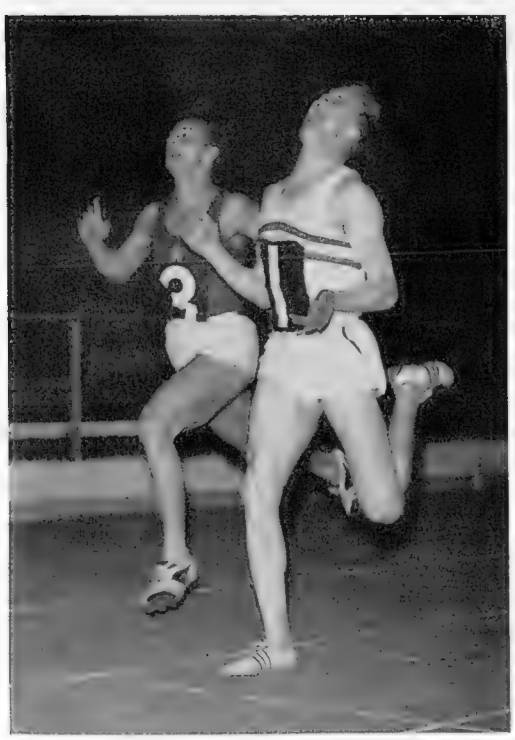
THE RACE OF THE MATCH—ZATOPEK LEADS PIRIE AT AN EARLY STAGE OF THE 10,000 METRES: Already the four competitors look strained as the tactical battle develops. Zatopek, of Prague, is seen leading the two London runners, Pirie and Norris, who eventually beat him. The other Czech is Santrucek.



THE STEEPLECHASE, WHICH PRODUCED THE SURPRISE OF THE MEETING: Chromik, the Polish holder of the world record, leads the field at the water-jump, closely pursued by Disley (London) and Brasher, and Brlica (Prague). The race, however, was won by Shirley, of London, in a British record time.



THE LONG-DISTANCE BATTLES—A DECISIVE MOMENT AND A FINISH: *On left*—Pirie comes up to Zatopek's shoulder at the bell. The great Czech runner watches him anxiously. Within a matter of seconds Pirie had torn ahead. *On right*, Driver, of London, breasts the tape six yards ahead of Sando in the 3-mile race.



SPRINTERS' DUEL: Janecek, of Prague, throws himself at the tape to win the 100 yards by inches from Ruddy, of London. *On left*—Ruddy has his revenge on Janecek as he wins the 220 yards event from him by an equally narrow margin.

***On right*—DIANE LEATHER WINS FOR LONDON: She is seen coming in an easy winner of the women's 880 yards race. The London women beat those of Prague by 39 points to 27, but the London men lost their match by 106 points to 110.**

THE FLAGSHIP OF THE SOVIET "GOODWILL" SQUADRON: The 12,800-ton cruiser *Sverdlov* comes into Portsmouth at the start of the visit of the Soviet Squadron.

On left—

IN NELSON'S "VICTORY": Admiral Golovko, Commander-in-Chief, Soviet Baltic Fleet, who commanded the Russian Squadron on its visit to Britain, is with Admiral of the Fleet Sir George Creasy, C.-in-C., Portsmouth, in Nelson's flagship.

SOVIET NAVAL MIGHT: The massive superstructure of the cruiser *Sverdlov* as she arrives at Portsmouth is a reminder of Russian naval power. *Sverdlov* was seen at Spithead in the Coronation Review two years ago.

PORTSMOUTH GREETS THE RED FLEET

And the Soviet Sailors Visit Karl Marx's Grave in London

When the Soviet cruiser *Sverdlov* came to Spithead for the Coronation Review in 1953, her company were kept very much to themselves. However, last week the cruiser returned to Portsmouth as the flagship of a Soviet squadron of six ships consisting of another cruiser, the *Alexander Suvorov*, and four destroyers. On this occasion friendship and goodwill were the order of the day and the Russian crews mixed freely with their British counterparts. An informal reception in the Portsmouth N.A.A.F.I. gave the sailors a real opportunity to get to know each other, and nowhere were efforts spared to make the Russians feel they were welcome. At a special store in the dockyard they were able to obtain British-made goods free of purchase tax. The biggest demand was for women and children's clothing. A football match between Soviet and Royal Naval teams ended in a draw.

A contingent of 100 Russian naval cadets was taken for a day and a night to the Royal Naval College at Dartmouth. A large party of officers and men went to London, where they placed wreaths on the Cenotaph in Whitehall and on the grave of Karl Marx in Highgate Cemetery. Then the officers were received by the Lord Mayor for tea at the Mansion House and the sailors toured London on sight-seeing expeditions, finishing with a film show and supper in the West End.

During the week-end the Russian ships at Portsmouth were open to visitors, who were eager to see some of the latest examples of design and construction in the rapidly-expanding Soviet Navy. It is believed that the Soviet Union has built twenty cruisers of the *Sverdlov*, *Suvorov* class and has over 100 destroyers of recent construction.

Meanwhile, in Leningrad the British naval squadron, led by the aircraft carrier *Triumph*, which was making a reciprocal goodwill visit, was being given an enthusiastic reception by the Soviet people.

HONOUR TO KARL MARX : Admiral Golovko (right) stands by the grave of Karl Marx at Highgate Cemetery, in London, as one of his officers places a wreath on it.

TWO OF THE SOVIET WARSHIPS : *Above*—A Russian destroyer, with her ship's company on deck, enters Portsmouth Harbour. She is one of the many "Skori" class Russia is now building. *Below*—The cruiser *Alexander Suvorov* secures at the jetty at Portsmouth. She was one of the two cruisers with the Soviet squadron of six ships.

SHIPMATES ASHORE : A Royal Naval rating and a member of one of the Soviet crews enjoy a drink together during a reception at the Portsmouth N.A.A.F.I.

A SOVIET CRUISER ENTERS PORTSMOUTH HARBOUR : The *Alexander Suvorov* passes Fort Blockhouse (right foreground) and the old "wooden wall," the *Foudroyant* (centre foreground), on her way into Portsmouth Harbour with the Soviet "goodwill" squadron, which consisted of two cruisers and four destroyers. Last week-end the ships, which are some of the most up-to-date in the Soviet Navy, were open to the public. While the Russians were in Britain, a British naval squadron was visiting Leningrad.

"OTELLO" AT COVENT GARDEN

The New Production of Verdi's Opera at the Royal Opera House Marks the Debut of Covent Garden's New Musical Director

OTELLO AND DESDEMONA: Ramon Vinay and Gre Brouwenstijn in Verdi's *Otello*, which opened the new autumn season at the Royal Opera House.

RAFAEL KUBELIK'S FIRST PRODUCTION AS MUSICAL DIRECTOR AT COVENT GARDEN: Scene I of *Otello*, in which Otello (Ramon Vinay) is seen interrupting the duel between Cassio (John Lanigan) and Montano (Michael Langdon). This production of Verdi's opera is the first to be conducted by Rafael Kubelik in his capacity of Covent Garden's new musical director. Tito Gobbi, the Italian baritone, who was to have sung the part of Iago at three of the seven performances, did not arrive in time for the first important rehearsals. His flight to London had been delayed by bad weather. The role is therefore being sung by Otakar Kraus at all the performances. Gre Brouwenstijn, Desdemona, recently sang in *Fidelio* in London.

DESDEMONA SINGS TO A TORMENTED OTELLO: The Moor hears his wife sing to the villagers—a scene in the second act of Verdi's opera. The costumes and scenery for the Covent Garden production have been designed by Wakhevitch.

VERDI'S OPERA RETURNS TO COVENT GARDEN: Ramon Vinay, extreme right, singing in the title-role of Otello. This is the first production of the opera at the Royal Opera House since 1939. The producer is Peter Potter, who has joined the Covent Garden staff.

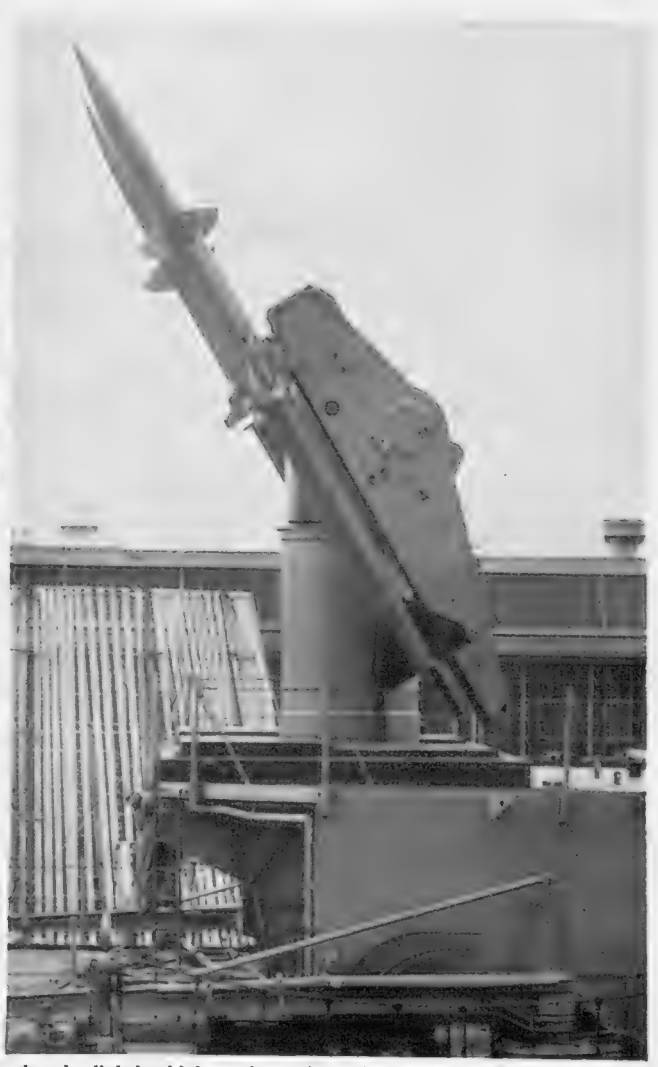
THE DEVOTED WIFE SINGS TO HER JEALOUS HUSBAND: Gre Brouwenstijn, holding the fateful handkerchief, and Ramon Vinay, seen during the second act. Among others taking part in the opera are Raymond Nilsson and Noreen Berry.

WORLD'S FIRST GUIDED MISSILE CRUISER

The U.S.S. "Boston" is Made Ready for Commissioning

THE U.S.S. "BOSTON" EN ROUTE TO THE NAVAL YARDS AT PHILADELPHIA, WHERE SHE IS TO BE COMMISSIONED ON NOVEMBER 1 : Prior to her commissioning as the world's first guided-missile cruiser, it was arranged that she should be handed over to the U.S. Navy last week-end. The ship is fitted with "Terrier" guided-missile installations which are placed at the stern on special launching platforms. They were installed during an extensive conversion by the New York Shipbuilding Corporation at Camden, New Jersey, and replace the after-gun turrets. The "Terrier" will be the *Boston's* primary armament.

On left—
A CLOSE-UP OF THE LAUNCHING PLATFORMS WITH THE MISSILES IN POSITION : Designed to track automatically enemy planes, the "Terrier" can destroy its target under any conditions of visibility or weather. It has a longer range and reaches higher altitudes than conventional anti-aircraft guns.



THE POSITIONS OF THE TWIN LAUNCHING PLATFORMS AT THE AFTER-END OF THE DECK : One is placed slightly higher than the other, and it will be noticed that the surrounding deck space is comparatively clear. The missile is rocket-powered. U.S.S. *Canberra*, a sister-ship of the *Boston*, is also being converted in a similar fashion. Arrangements were also made last year to convert the U.S.S. *Los Angeles* to a guided-missile ship. U.S.S. *Boston*, with a displacement of 13,600 tons standard, was laid down in June 1941 and commissioned two years later. She has a length of just over 673 ft. and a beam of 71 ft.

The Sphere of Travel

LAKE LUCERNE

Around its Shores is a Variety of Magnificent Scenery which is Unsurpassed Elsewhere in Switzerland

Written and Photographed By J. ALLAN CASH

THE PEAKS OF MOUNT PILATUS : Its ridge, rising to nearly 7,000 ft., towers above the pier of Stansstad, on the Alpnacher See, to the south of Lake Lucerne. The steepest rack railway in Europe ascends Pilatus. In the left foreground is the old Watch Tower.

FROM THE HIGHEST LIFT IN EUROPE : From the terrace on the Bürgenstock, at the top of the Hammetschwand Lift, visitors can look across to the Bürgenburg. Bürgenstock is one of the more recently-developed mountain resorts in Switzerland, with a number of hotels and a swimming-pool virtually on a mountain-top. It also has one of the highest golf courses. *On left*—Passengers are at the top of the Hammetschwand Lift, which is claimed to be the highest and fastest in Europe. Below it is Lake Lucerne.

THE SWIMMING-BATH IN THE MOUNTAINS : The pool high up in the Bürgenstock is a great attraction to visitors not only for swimming but also for its views.

Lake Lucerne provides enough variety to satisfy every holiday wish from springtime to the autumn. Around its shores you will find much of the finest scenery and some of the prettiest towns and villages in the whole of Switzerland. There are many places you can stay at, but perhaps none is better than Lucerne itself. It is the centre for exploring the lakeside, and the town itself grows on you. The more you see of it, the more you like it.

Situated at the foot of the lake, much of Lucerne is built on the banks of the Reuss River, where it starts on its swift descent to join the Rhine beyond Baden. The town spreads along both sides of the lake and rises some way up on the surrounding hillsides. The old walls of the city still stand, complete with their various towers. Across the river lie two covered wooden bridges, dating back 500 years and more. One of them, the Chapel Bridge, is several hundred yards long, with an old water-tower part way along it.

Steamers sail along the lake to many different places, connecting in some cases with mountain railways and funiculars. A delightful trip is to Alpnachstad, starting-point for the railway up Mount Pilatus, the steepest rack railway in Europe. From the top station there are excellent walks along the face of the mountain, and up some of the peaks, with views that seem to take in half Switzerland in their sweep.

One of the stopping-places on the lake route to Alpnachstad is Stansstad, where the railway starts for the Engelberg Valley. For some miles the train runs along a wide valley, then suddenly engages a rack and climbs steeply up through a rocky gorge to Engelberg itself. Here is a spot where you can spend a whole holiday if you wish, with funiculars and cable railways to take you far up among the peaks, and with wonderful walks in every direction.

But to return to Lake Lucerne. Another favourite trip is to Vitznau, where the railway goes up to the summit of the Rigi, one of the earliest mountain railways in Switzerland. Across the lake from here lies Kehrsiten, with a funicular up to Bürgenstock, a recently developed mountain resort. Here there are hotels of different categories, one having a newly-built swimming-pool, situated virtually on a mountain-top. Beneath and at the side of the pool is a bar, with large windows looking through into the water, where you can see people swimming. Not far away is a lift that takes you soaring up to the top of a peak. Bürgenstock also has one of the highest golf courses in Switzerland.

There are steamer trips right along the lake to Brunnen and Flüelen, with a connecting bus to Altdorf. Round here is the William Tell country, and at Altdorf there is a fine monument to this Swiss hero. Brunnen is another delightful spot on Lake Lucerne, with tree-shaded terraces along the shore. You can take a little tram inland for a few miles to Schwyz, famed for its old houses and its magnificent town hall, decorated with scenes from Swiss history. Farther along the lake, on the opposite side, is Beckenried, with a cable railway up to Klewenalp.

All these lake-shore places and many of those in the mountains can, of course, be reached by road, and motoring is delightful in the Lake Lucerne district. There is an excellent road all along the northern shore of the lake, or you can go inland round the Rigi, along the shores of the Zugersee and the Lowerzer See to Schwyz and Brunnen, then carry on to Flüelen, and continue farther from there, if you wish, to the Gotthard Pass.

Another good road runs to Stansstad, thence up the Engelberg Valley or up to Bürgenstock. You can reach Flüelen on this side of the lake, too, but the road will go far inland, behind the Bürgenstock and other mountains. In fact, it makes an excellent all-day round trip to circle the lake in this way, returning via Brunnen.

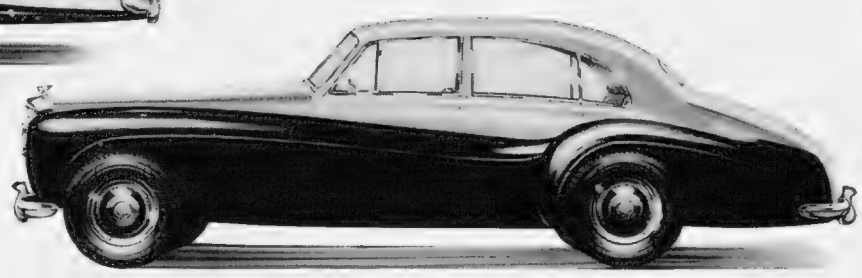
THE WATERFRONT AT LUCERNE : The houses lying along the River Reuss are seen from the ancient Chapel Bridge, which is built of wood.

On right—
SAILING ON THE LAKE : Lucerne is a popular centre for those who wish to explore its lake in sailing boats.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

STAND NUMBER 104
Telephone:Fulham 2283

EARLS COURT



Specially Designed Coachwork by Freestone & Webb Ltd. on Rolls-Royce and Bentley Chassis

Gold Medallists for Six Successive Years

FREESTONE & WEBB LTD.

SPECIALISTS IN HIGH-CLASS COACHWORK
AGENTS AND ENGINEERS

101-103 BRENTFIELD ROAD, WILLESDEN, N.W.10

Telephone: ELGAR 6671-2-3

FOR ALL SEASONS, ALL WEATHERS—THIS ENTIRELY NEW MOTOR OIL

More than pays for itself

Sold only in sealed golden cans

Saves petrol
Adds years to engine life
Powers as it protects
Prolongs battery life
Maintains peak performance

To get the full benefits from this new oil, drain your crankcase and refill with MOBILOIL SPECIAL. No further oil change will be necessary until the normal mileage recommended by the motor manufacturer.

PROVED *by over 2,000,000 miles of road tests.*

MOBILOIL SPECIAL does more to save your pocket than any other motor oil. It is an entirely new, all-season, all-weather oil, tested and proved by more than 2,000,000 miles of road trials. Every test has shown that MOBILOIL SPECIAL cuts engine wear to almost zero and gives you more miles per gallon—amazingly so in short distance, stop-and-go motoring. A specially selected base stock and costly new additives give this new oil its remarkable money-saving properties. Even though MOBILOIL SPECIAL itself costs more to buy, you save money all round.

ADDS YEARS TO ENGINE LIFE

By giving instant circulation from the moment of even the coldest start, as well as unsurpassed protection at the highest working temperatures and pressures, MOBILOIL SPECIAL gives extraordinary savings of mechanical wear. A special additive practically eliminates the corrosive wear caused by combustion by-products. This dual protection adds years to engine life.

POWERS AS IT PROTECTS

By reducing combustion-chamber deposits more than any oil has ever done before, MOBILOIL SPECIAL minimises engine pinking and pre-ignition, and greatly reduces spark-plug fouling. Result—livelier, smoother, *maintained* performance, faster acceleration, and dependable full-throttle power for safer passing on the open road.

SAVES FAR MORE THAN IT COSTS

Higher petrol mileage, added engine life, and prolonged battery life, make MOBILOIL SPECIAL the greatest single economy in motoring today. Right from the start you will begin to find that this new oil MORE THAN PAYS FOR ITSELF!

ASK YOUR DEALER!—HE WILL CERTAINLY RECOMMEND

Mobiloil Special
SAE 10W-30

PRODUCT OF 89 YEARS OF LUBRICATION RESEARCH

L.11.

The World of Books—By VERNON FANE

AUTHORS' AUTOBIOGRAPHIES

David Garnett and Arthur Koestler write about themselves; Books about Zeppelins and Antarctica; and a wide range of new Novels

LITERARY and artistic London, as represented by Bloomsbury, and the literary countryside, Sussex, are the backgrounds for the second volume of Mr. David Garnett's autobiography, THE FLOWERS OF THE FOREST (Chatto and Windus. 21s.). He writes of the rare and close-knit world of his parents; of Vanessa Bell, Duncan Grant and Virginia Woolf, and of Maynard Keynes, Lytton Strachey, the tall, young Sitwell brothers and Clive Bell. The period of eight years and a half covered in these pages is from August 1914 to January 1923; a span during which the author had come to young manhood, had worked for two years as a farm labourer during the war, had married, published his first great success, *Lady Into Fox*, and had during all this time the companionship of the most brilliant members of the Bloomsbury Group. The brilliant simplicity which Mr. Garnett has brought to the writing of these memoirs make them extraordinarily readable.

A couple of decades later saw the emergence of a new kind of literary figure, the political apologist-essayist-autobiographer, of which *genus* Mr. Arthur Koestler is one of the best known examples. He has written of his own experiences of Communism, and of his rejection of that creed, and of his new awareness of a life without it. He has also written, in the preface to his new book of essays, lectures and broadcast talks, of the change in his point of view, or in the world's; that the terms "right" and "left" had lost their political meaning and that the present book, THE TRAIL OF THE DINOSAUR (Collins. 15s.), is in the nature of a farewell to arms.

Politics are certainly not the mainspring of Miss Olga Lynn's autobiography or of any of the steps of her musical career, which began under the ægis of Jean de Rezke and has, happily, not yet ended. OGGIE (Weidenfeld and Nicolson. 16s.) is the title of these good-tempered, generous reminiscences, and Oggie is the name by which her scores of friends delight to call her.

To someone whose very early years were sometimes made hideous by the threat and the actuality of Zeppelin raids over London, THE ZEPPELIN STORY (Wingate. 17s. 6d.) has a very specialised appeal. But in his foreword to Thor Nielsen's biography of Herr Hugo Eckener, Sir Philip Gibbs writes that in this book there is nothing of those war memories, although he cites the 1916 raid when fourteen Zeppelins were over London (and he and I and many thousands of other people saw one brought down in flames over Cuffley). Graf Zeppelin invented these unwieldy, powerful creatures and Herr Eckener became his chief assistant and adviser.

THE SILENT CONTINENT (Gollancz. 18s.) is an admirable history of the discovery and exploration of Antarctica from 1820 to Admiral Byrd's airborne expedition and the plans for future forays. Mr. William H. Kearns—co-author with Mr. Beverley Britton—was on the Byrd expedition himself and survived it after terrible experiences. This collection of Antarctic stories, therefore, taken from the past 130 years, has more than a dilettante's interest, and forms a background for the new expeditions next year.

More than five years ago there was a brutal murder case in a small American community which had, until then, seemed very nearly an idyllic spot. But Lancaster, Pennsylvania, was the scene not only of the attack but of the murder trial which, according to the author of A MURDER IN PARADISE (Peter Davies. 15s.), is still a lively issue in that town. Mr. Richard Gehman's story of the case, the trial and its implications could make a very interesting item for a collector of *Americana*.

THE VICARIOUS YEARS (Heinemann. 12s. 6d.) is a novel in biographical form. It is also a good deal more than that, for it is percipient, evocative, sensitive and altogether moving. Mr. John van Druten writes about a boy who was born in London more than fifty years ago and grew up there in comfortable surroundings; alert, intelligent, but in the years of his boyhood and adolescence, living almost entirely through the experiences of others. His story is sad, happy, and always real and believable.

Miss Oriel Malet's novel, ANGEL WITH A SWORD (Hodder and Stoughton. 12s. 6d.), has love at first sight as its theme. How good Miss Malet is when she is writing about young people.

THE DOVES OF VENUS (Heinemann. 13s. 6d.), by Miss Olivia Manning, is a story about loving and aging but, in the case of its eighteen-year-old heroine, that means aging with a difference. I found young Ellie quite enchanting; courageous without knowing it, intelligent, essentially modest and with the divine wonder about life which is far more than optimism.

THE AUTHORS OF A BOOK WHICH CAUSED A POLITICAL SENSATION: Vladimir Petrov, the former Third Secretary at the Soviet Embassy in Canberra, and his wife are seen in their home in Australia. In the famous inquiry in Australia Petrov related how he was head of a Soviet spy ring. Recently he and his wife have written a book, *The Empire of Fear*. Its serialisation in the Press produced a political sensation, for the authors wrote about the missing British diplomatists, Burgess and Maclean, who disappeared four years ago. The Petrov revelations resulted in the British Foreign Office, which had hitherto said little on the subject, admitting last month that they knew Burgess and Maclean had been Soviet agents and were now in Russia. It is expected *The Empire of Fear* will be published in Britain next year.

The next three novels, from America and England, are concerned with the war, and the first of them is Mr. Joe Klaas's gripping story of a real and terrible episode in January 1945, when the Allied officers of a prison camp in Silesia were evacuated westward on foot, 10,000 of them starting on a march in sub-zero conditions and losing at least 3,000 of their number before their eventual arrival at a P.O.W. camp near Munich. MAYBE I'M DEAD (Gollancz. 15s.) will be difficult to forget, as much for its honesty and humanity, as for the authenticity of a narrative written by a man who has been R.A.F. as well as U.S.A.F., a prisoner of war for more than two years, and a fighter pilot over Tunisia. An exceptional book, in any terms.

SQUADRON AIRBORNE (Heinemann. 13s. 6d.) is the next, and this is Mr. Elleston Trevor's story of a fighter station in the south of England during the Battle of Britain. Continuously exciting, authentic and, as you would expect, memorable.

RUN SILENT, RUN DEEP (Wingate. 12s. 6d.) is Commander Edward L. Beach's novel about the submarines of the U.S. Navy in action against the Japanese merchant shipping in the war. For more than two years the author was in submarine warfare himself, so that the fictional adventures and exploits he retails, have the unmistakable ring of truth.

American again is the scene of a novel by Mr. Robert Carson; a Los Angeles—Beverly Hills tale of people caught up in ambition and greed and, occasionally, generous impulses. THE QUALITY OF MERCY (Robert Hale. 12s. 6d.) might well be good screen material, so it is not altogether astonishing to learn that it is now being filmed.

Mrs. Alice Tisdale Hobart has written a story of China in VENTURE INTO DARKNESS (Longmans. 12s. 6d.), which is based on her own long experience of that country. We see it from the point of view of an American businessman re-visiting China under Communism, to fight and die there.

From France comes M. Gabriel Chevallier's sequel—after an interval of about twenty years—to his ribald and ingenious *Clochemerle*. The period of the new novel is 1933 and the mood unchanged. CLOCHEMERLE-BABYLON (Secker and Warburg. 12s. 6d.) is as hilarious, and indeed uproarious as its predecessor.

One of the distinctive points in Mr. John Wyndham's novels is that they fit into no category so far specified, and I am diehard enough not to wish to classify them as science fiction. They are as original as they are readable, as anyone who has read *The Day of the Triffids* will agree. The new one, THE CHRYSALIDS (Michael Joseph. 10s. 6d.), is well up to standard.

It would be banal—and inaccurate—to describe the next four books as historical novels, for that implies far less variety than in fact they have. First, is Mr. D. L. Murray's COME LIKE SHADOWS (Hodder and Stoughton. 15s.), whose hero lives in the present day and, in trances, revisits previous existences in revolutionary France and in Rome.

THE SWELL YOKEL (Hutchinson. 15s.) is an admirable reconstruction, by Mr. Philip Lindsay, of a character and a crime of the early nineteenth century, when the son of a Mayor of Norwich came to London, was involved in gambling and in murder, and met his death on the scaffold.

Miss Norah Lofts writes about Eleanor, Duchess of Aquitaine, who was married first to Louis VII, went on a crusade to Jerusalem, and was later married to Henry II, by whom she bore the son who was to be Richard Cœur-de-Lion. QUEEN IN WAITING (Michael Joseph. 12s. 6d.) is a distinguished piece of work.

TO THE CHAPEL PERILOUS (Allen and Unwin. 12s. 6d.) is Naomi Mitchison's version of the story of the Grail told through the device of two reporters covering the story for the *Camelot Chronicle* and the *Northern Pict*. Amusing, and scholarly, too.

MYSTERIES OF SCIENCE (T. Werner Laurie. 12s. 6d.), *by John Rowland, is a study of the limitations of the scientific method. In his survey the author covers many sciences.*

PANZER BATTLES 1939-1945 (Cassell. 36s.), *a study of the employment of armour in the Second World War, has been written by Major-General F. W. Von Mellenthin, and translated by H. Betzler. Edited by L. C. F. Turner, the book contains 60 maps.*

In **FURTHER ADVENTURES OF A WOMAN DETECTIVE** (T. Werner Laurie. 12s. 6d.), *Annette Kerner relates more of her experiences of the unusual cases she handled when running her own detective agency. There is a foreword by Lady Docker.*

THE WORLD'S STRANGEST GHOST STORIES (The World's Work. 15s.), *by R. Thurston Hopkins, contains tales relating to ghosts and apparitions, and other facets of the supernatural, such as dreams, telepathy and intuition.*

VERDICT ON VERDI

Carlo Gatti's Life of the Great Composer

Carlo Gatti's VERDI (Gollancz. 21s.), now at last translated from the Italian by Elisabeth Abbott, must rank as an extremely valuable contribution in the realm of musical biography. Not only is it of sustained interest, but it provides a work of reference for all music-lovers, particularly those interested in opera. Carefully documented and packed with detail, it covers the whole of Giuseppe Verdi's long life. The composer was born in the little village of Le Roncole, in the Duchy of Parma, in 1813, and died in 1901 in his eighty-eighth year. One is surprised, when one considers the enormous bodily and nervous energy Verdi must have consumed during his long life, that he lived so long. No doubt this was due in great measure to his coming from solid peasant stock. His father kept a small wine and grocery store in the village. Like many men who are filled with the burning urge to create, and also have the ability, Verdi suffered alternately from illness brought about through overwork and from periods of boredom when not so engaged. In a letter to an acquaintance he once wrote: "My health is so excellent that I am almost annoyed — This beautiful sunshine bores me." Yet this same man was constantly afflicted with sore throats, headaches and stomach pains.

Carlo Gatti's book is divided into sections which cover the well-defined periods of the composer's creative activity, from the early *Oberto, Conte di San Bonifacio* to *Falstaff* in 1893, and the later sacred music. Verdi apparently wrote *Falstaff* entirely to please himself, an opera which Toscanini called "a model of perfect orchestration." The only omission from this admirable work is an annotated and chronological list of Verdi's works.

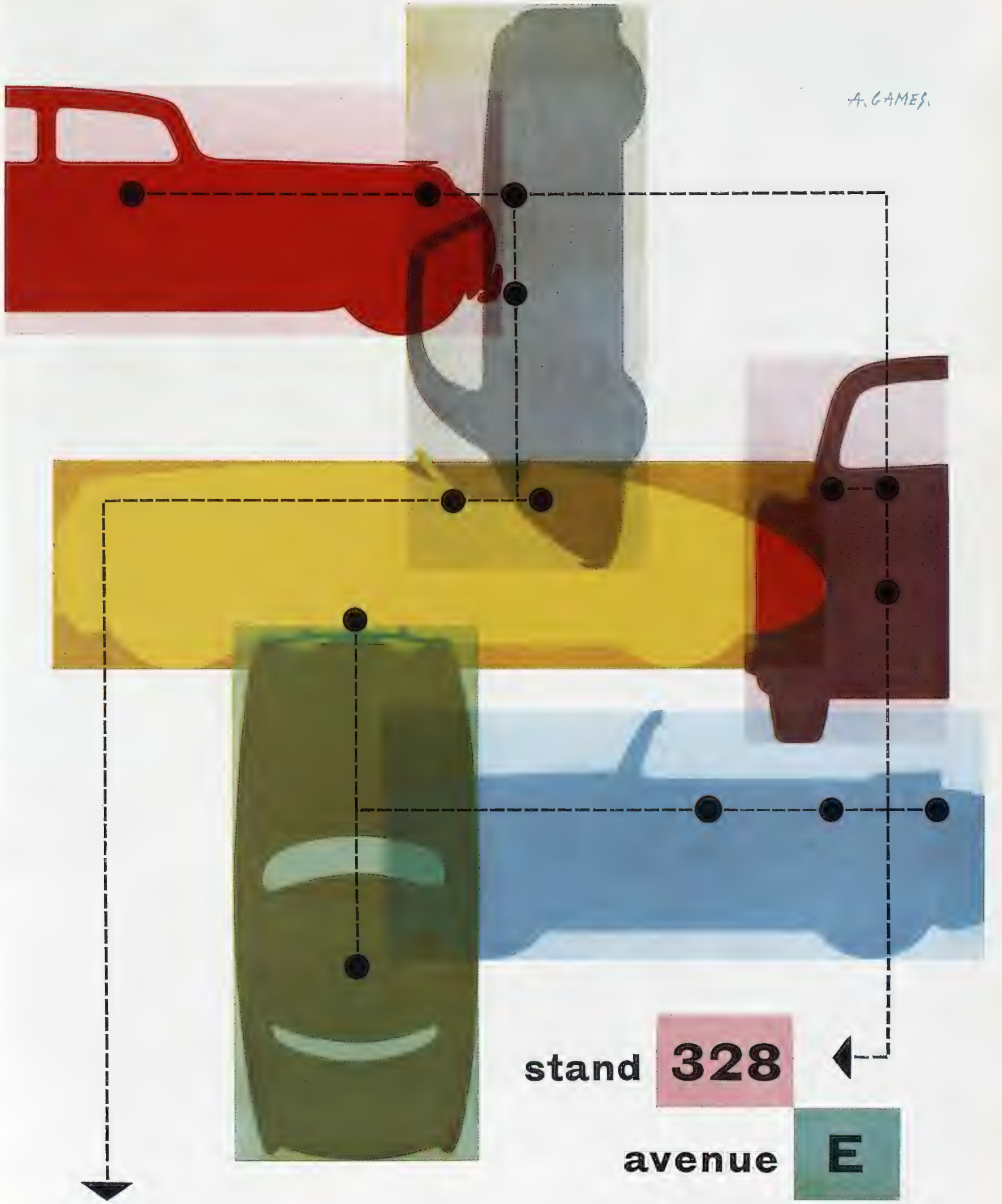
An intensely vivid, virile chronicle, full of strange oaths and modern usages, is Robin King's NO PARADISE (Arthur Barker. 12s. 6d.). It is Mr. King's intention to show us precisely what life can be like in the Merchant Navy, from the point of view of the man who ships as a steward, on the great liners which cruise through the Seven Seas. To collect his material the author journeyed 128,000 miles in a number of liners, and what he has collated so entertainly certainly bears out that life below decks is no paradise. No doubt there will be urgent denials and refutations from authoritative sources ("this sort of thing does not happen on our line"), but Mr. King has a convincing way with him. His description of a first day of stewarding in one of the great floating hotels bound south to the sunshine is quite nightmarish, and one wonders how the author ever managed to snatch a meal for himself amid all the turmoil and the bad temper of the hungry multitude at table 24. The only way for a steward to survive, it seems, is to sink into a trance-like attitude, alternating the savagery of the galley and the fight for the dishes with the suave, solicitousness of the waiter who glides among the passengers ever-anxious to meet their slightest wish. After 128,000 miles of this sort of hurly-burly the author ends his narrative in Suva, Fiji, with a typically realistic account of a day and night ashore. He never pulls his punches.

Here are four more tales from world wanderers, none of them quite like Mr. King's ruthless narrative, and, indeed, they are all set in a somewhat familiar mould. Leonard Cottrell's ONE MAN'S JOURNEY (Robert Hale. 16s.) is a travelogue based on a recent tour of the Lebanon, Syria, Jordan, Egypt and Libya, where Mr. Cottrell went on a reporting mission on behalf of the United Nations. Mr. Cottrell is one of the senior members of the B.B.C.'s Feature Department, but this book is an outcome of the period in 1953 when his masters at Broadcasting House seconded him for duty with U.N.E.S.C.O. His book is in itself a tribute to a great band of workers who are attempting to fight disease, ignorance and appalling poverty in the Middle East.

Lord Belhaven's THE UNEVEN ROAD (John Murray. 21s.) is the story of a man who, after the conventional routine of Eton, Sandhurst and the Army, found himself embarked upon a most dramatic career in the Colonial Service, culminating in Arabia, which was to become his spiritual home. The raising of the Protectorate police forces, the keeping of the peace on the Aden-Yemen border and between the tribes, led the author into events requiring both courage and unorthodox action. The result is a most exhilarating book.

ONE ONLY LIVES TWICE (Robert Hale. 18s.) is Stanton Hope's well-told tale of two separate phases of world wandering in his eventful career. To the author wandering is the very spice of life, and his account of journeys in the Caribbean, Venezuela, Arabia, Iraq, Persia, the Far East, Australia and New Zealand is a piece of well-sustained writing.

Alastair Scobie is a sensation seeker. He asks for trouble and when he finds it he gathers material for the entertainment of the millions who take their thrills vicariously through the medium of the cinema or television. In ADVENTURER'S PARADISE (Cassell. 18s.) Mr. Scobie takes us wandering over the plains of Kenya and into the Mountains of the Moon, on the edge of the Congo. This is robust entertainment and the writing is first-class.



Wilmot Breeden *at the Motor Show Earls Court*

WILMOT BREEDEN LTD BIRMINGHAM LONDON MANCHESTER GLASGOW MELBOURNE TORONTO

One hundred and fifty years ago . . .

ON OCTOBER 21, 1805, the battle of Trafalgar was fought and won. Admiral Nelson's flagship, H.M.S. *Victory*, stands as a symbol of our maritime inheritance, and inspires us with all her dignity and pride of purpose to make a future true to the traditions of the past.

Player's Navy Cut Cigarettes and Tobacco

PLAYER'S NAVY CUT

TRADE MARK

[NCC 948]

BY APPOINTMENT TO HER MAJESTY THE QUEEN
GOLDSMITHS & CROWN JEWELLERS

SPOONS & FORKS BY GARRARD . . .

WALNUT CANTEEN Containing Regent Plate Spoons, Forks, and Cutlery "Cambridge" pattern (87 pieces).
£80 . 0 . 0

WE at '112' are proud that our historic traditions of fine craftsmanship are so eloquently expressed in the present stocks of Spoons, Forks and Cutlery.

Illustrations of the various patterns are now available and will gladly be sent upon request.

GARRARD & CO. LTD.

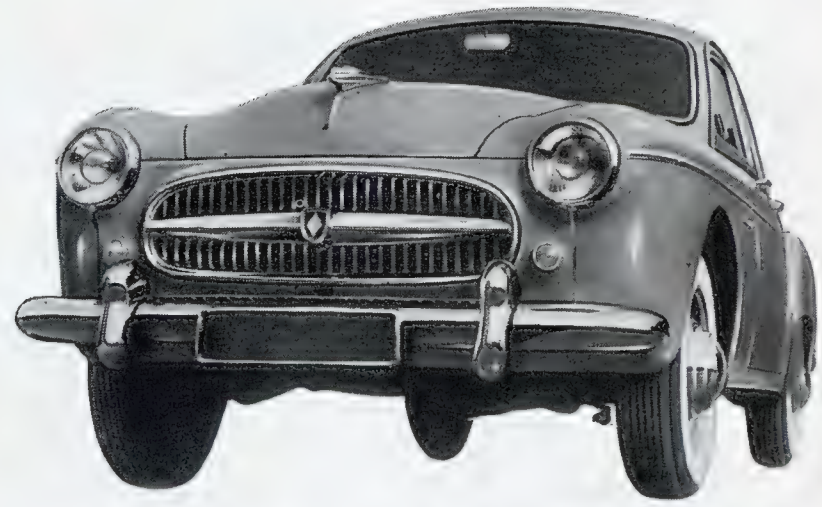
Crown Jewellers

formerly
THE GOLDSMITHS &
SILVERSMITHS COMPANY LTD.

112 REGENT STREET · LONDON W.1 · TELEPHONE · REGENT 3021

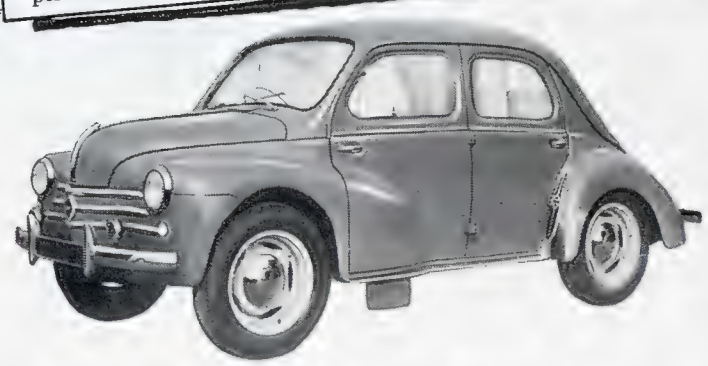
RENAULT

sets the pace..



...with the 1956 Frégate

PERFORMANCE The new 1956 engine (ETENDARD)	✓ Outstanding!
LUXURY Fittings as standard (Heater, Air-conditioning, etc.)	✓ Of course!
ECONOMY Low maintenance costs (Removable wet liners are replaceable at £15 per set of pistons and liners)	✓ Yes!



-and the DeLuxe 750

AUTOMATIC CLUTCH (optional extra) Actually does away with clutch pedal, choke control and starter control	✓ Amazing!
COMFORT A four door Saloon for maximum convenience	✓ Naturally!
ECONOMY Petrol—a penny a mile. (Removable cylinder liners with replacement sets of pistons and liners at £7.15.0)	✓ 50 m.p.g.!

Contact our nearest agent for demonstration rides and let these two brilliant 1956 Renaults show you their paces.

RENAULT

Manufacturers in Great Britain since 1899. Distributors throughout the United Kingdom, all of whom carry full stocks of spare parts.

RENAULT LTD., WESTERN AVENUE, LONDON, W.3 SHOWROOMS: 21 PALL MALL, S.W.1.
(296)

It'll be bliss in *Bermuda*

Coral Island Heaven

Bermuda has the authentic coral island magic—blue sea and sky, pink powdery sand, and coloured clouds of flowers (plus plenty of frankly luxurious accommodation).

Big game with a rod

Even beginners have caught the really big fellows—tuna, marlin, bonefish. A shared launch makes the expense reasonable.

Imagine all your best holidays rolled into one—glowing days and gay, mild nights; hotels that make an art of looking after you; sailing on islet-freckled sounds or sauntering down flowery lanes; games or game fishing; swimming in calm or surf or simply revelling in *dolce far niente*—think of all that and you've got some idea of Bermuda. (Skiing? Well, no. We'd be deceiving you if we said it ever snowed in Bermuda. But you'll soon learn to water-ski.)

Bermuda is another name for bliss, sheer bliss—*and* it's in the sterling area.

Leave winter behind

Frost and fog are unknown in Bermuda. Even in January the average day temperature is 63°F and average bright sunshine 5 hours daily.

How to get there—

B.O.A.C. run two direct flights weekly, and daily via New York. By sea, there are direct sailings to and from Bermuda during the winter months (Cunard and P.S.N.C.). You can also sail via New York.

Businessmen who know the ropes

fly to and from Bermuda via New York. This costs no more than the return fare to New York only!

Your travel agent will give you full information about flights, sailings and fares, and also about accommodation. Or complete the coupon below.

The Bermuda Travel Information Office,
Dept. S, Rex House, 6, Lower Regent Street, London, S.W.1.

Please send me colour booklet "Invitation to Bermuda" and information on travel facilities, hotels, etc.

NAME.....

ADDRESS.....

REMEMBER POPPY DAY

Don't be Vague ask for Haig

MAXIMUM RETAIL PRICES FIXED BY THE SCOTCH WHISKY ASSOCIATION

GOLD LABEL		DIMPLE SCOTS (*Pinched Decanter*)	
Bottles	36/-	Bottles	39/-
Half Flasks	18/9	Half Bottles	20/3
Quarter Flasks	9/9	Miniatures	4/4
Miniatures	3/9		

The Oldest Scotch Whisky Distillers in the World

BY APPOINTMENT TO HER MAJESTY THE QUEEN
RIDING CLOTHES OUTFITTERS & LADIES TAILORS

The Man about Town or Country

who wants to feel at home in any situation comes to Bernard Weatherill where he can get West End clothes at prices more reasonable than he might expect. See our range of ready-to-wear overcoats —so suitable for Autumn and Winter wear.

Bernard Weatherill Ltd

55, CONDUIT STREET, LONDON, W.1.

Also at Birmingham, Chester, Aldershot, Ascot and Leicester

MAGICIAN . . MARINER . . MINISTER OF WORKS

COMMODORE CHIEF ENGINEER W. D. PACEY, *of the* P & O *Fleet*

THERE goes your 'phone—who can it be? The Commander asking for an extra two knots . . . the Engineer on watch reporting an overheated bearing . . . the Purser's Department reporting a lighting failure in cabin 109? It could be anyone from Chef to Staff Commander, worried about anything from Electricity for the galley stove to ice for the Tourist Bar.

All telephones lead to you, because you have all the answers. Every day your giant evaporators magically produce 500 tons of pure drinking water from the sea . . . your refrigerators preserve tons of perishable foodstuffs and cargo . . . your laundry keeps the linen fresh and clean. From dawn to dawn your generators make the electricity that keeps food hot, radios alive, lights alight ; you even provide the answer with your new fangled stabilisers to the sea sick passenger's prayer and your great turbines turn the propellers that drive your floating city 500 miles a day. Yes, you are a magician—and more. You are Commodore Chief Engineer W. D. Pacey . . . a "Minister of Works" at sea . . . a mainstay of P & O. And P & O is a mainstay of the Commonwealth.

Operating from 122 Leadenhall St., London, E.C.3, the Peninsular and Oriental Steam Navigation Company links Britain and Britons with the Mediterranean, Egypt, Pakistan, India, Ceylon, Australia, Malaya and the Far East.

P & O

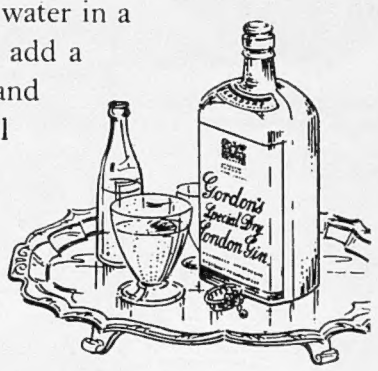
A COMMONWEALTH LIFELINE

THIS is the Gin...

. . . FOR A PERFECT GIN AND TONIC

BY APPOINTMENT GIN DISTILLERS TO THE LATE KING GEORGE VI

Undoubtedly the coolest, cleanest drink in the world, with a subtle flavour of its very own. Best results are easily obtained: simply mix Gordon's and tonic water in a goodish sized glass; add a thin slice of lemon and relax . . . Then you'll have proved to yourself that there's nothing, absolutely nothing, so good as Gordon's Gin* and Tonic.



*ASK FOR IT BY NAME

Gordon's

Stands Supreme

MAXIMUM PRICES: BOT. 34/6d. · ½ BOT. 18/- · ¼ BOT. 9/5d. · MINIATURE 3/8d. · U.K. ONLY

And these are Gordon's too . . .

GORDON'S ORANGE GIN & LEMON GIN

Not to be confused with gin and orange squash, these Gordon favourites are made in the traditional way with Gordon's Dry Gin, real oranges and lemons, and pure cane sugar. Best taken neat as a liqueur, but also most refreshing with Soda Water or Tonic Water if preferred.

BOT. 32/- · ½ BOT. 16/9d · MINIATURE 3/5d

'Granola'

The finest of all Digestive Biscuits

Macfarlane Lang

The Perfectly Balanced Digestive Biscuit

IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

IN my last article I wrote of the cleanliness, good food, and generally efficient and smiling service in Scottish hotels . . . now for a digest of impressions of six hotels which my wife and I visited.

The Bay Hotel, Gourock. An excellent business headquarters for Clydeside and Glasgow, or a holiday base for excursioning on Clyde steamers. A new wing has been added since our last visit, giving more bedrooms with private bathrooms. Note the new motor-car ferry now running to Dunoon, providing a quicker outlet to the Western Highlands.

The Buchanan Arms, Drymen. Still the favourite spot to which Glasgow people run out for dinner, be it fair weather or foul. Its bedrooms are consistently filled by overseas and home tourists, who all vote it "one of Scotland's best."

The Falls of Lora Hotel, Connel Ferry. Still presided over by that active octogenarian, Mrs. M. M. Stewart, who has gathered around her a faithful long-service staff. All who stay there will go away thankful for a peep into the restful past, for modern-day comfort, and for that type of cooking which only mother seemed able to do!

The Alexandra Hotel, Fort William. One of the other high spots of our tour. The detailed thought here in bedroom comfort, cooking and presentation was beyond belief. Full marks to Mr. and Mrs. Nicholson, who so ably manage it. Here, in a resort where the motor-coaches are so much in evidence, The Alexandra—being at the quiet end of the town—is paradise to the private motorist, for in the A.A. handbook are the cryptic initials N.C.P. (no coach parties).

Newton Hotel, Nairn. Here we spent a night in quiet, luxurious comfort. Our own bathroom, deep, rich red corridor carpeting, and a perfectly cooked meal. Our grateful thanks to the Misses Ellis and their niece, Miss Margaret Ellis.

Dunkeld House Hotel, Dunkeld. The Tay, longing for a rainfall, flowed below our bedroom window, while lawns and gracious trees surrounded this house which was once the home of a duchess . . . yet we did not feel in the slightest degree ducal, but very much at home!

I hear that the British Railways night car service from King's Cross to Perth has proved a popular innovation, and they will be continuing and extending the scheme in 1956. Personally, I still prefer, if time permits, to make the journey to and from Scotland by road, as it enables one to know England a little better, provided one seeks new methods of approach and does not rigidly adhere to the A.1 or the A.6.

This year my wife and I took the opportunity of renewing acquaintance with the Lake District. On the way up we diverted from Penrith to revisit Sharrow Bay Hotel, which occupies the loveliest of positions on Ullswater. Here, record-breaker Campbell gave a celebration dinner to mark his success. A wise choice!

On our return we made a new discovery—the small Borrowdale Gates Hotel at Grange-in-Borrowdale, which lies on the opposite side of Derwentwater to the Lodore Falls. For anyone seeking quiet, a peaceful outlook, immaculate cleanliness and homely fare, this bijou hotel is well worth noting.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Ingram House, 195 - 198, Strand, London, W.C.2.

BATH. LANSDOWN GROVE HOTEL

Distinctively individual, with an appeal to all, irrespective of age. Standing in own beautiful grounds. Every comfort. Rooms with private bath. Delightful cocktail bar and grill room. Lift. Garage. Fully licensed. A.A., R.A.C. Tel.: 5891.

BOURNEMOUTH. CARLTON HOTEL

A.A. 5 Star. Well spoken of always, for Service is the keynote. Situated on the East Cliff and facing full south, enjoying both sunshine and sea views. 150 bedrooms and suites. Lifts. Central Heating. Excellent garage facilities. Tel.: 6560.

DUBLIN. THE GRESHAM HOTEL

It will be a HAPPY CHRISTMAS, indeed, if you can get fixed up here, for the Restaurant, Grill, Ballroom and Cocktail Lounge are the social hub of Ireland's capital. Terms from 45s. per day inclusive of meals, dancing and entertainment nightly. Write now for Christmas Programme to S. O'Sullivan. Tel.: 46881.

LLANDUDNO, N. Wales. ST. GEORGE'S HOTEL

A good investment, overlooking bay, ensures excellent cuisine, comfort and personal service. Free golf, cocktail lounge, ballroom. Write to me personally. G. F. Perl, Manager. Tel.: 7873.

LONDON, N.W.4. HENDON HALL

First-class Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed; phones all rooms; suites with private bath. Hard Tennis, Putting, Billiards. Adjoins Hendon Golf Club. Hendon 1456.

LONDON, S.W.7. QUEENSBERRY COURT HOTEL

where Ashley Courtenay often stays. Central. (2 mins. from South Kensington Underground and bus stop.) 41 bedrooms and some private bathrooms and showers. Fully licensed. Noted for good food. Tel.: KEN 3693. Under same direction as Royal Clarendon Hotel, Gravesend.

MALVERN, WORCS. MOUNT PLEASANT HOTEL

Superbly situated as a centre for touring—or just relaxation and the enjoyment of good food and great comfort. Beautiful gardens. Under personal supervision of Mrs. Tilla How. Tel.: Malvern 1837.

PENZANCE, Cornwall. QUEENS HOTEL

a favourite hotel in a favourite position. This first-class hotel overlooks Mount's Bay, and makes a fine headquarters for touring the Cornish Riviera from St. Ives to Land's End and the Lizard. Tel.: 2371.

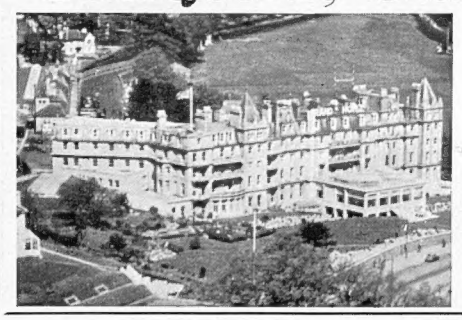
SIDMOUTH, BELMONT HOTEL

Best in its own class; is in tune with this sunny South Devon resort. Refined and unostentatious. No music, dancing or cocktail bar, but fully licensed. Famous for catering and comfort, it ever keeps abreast of the times. Tel.: 1555.

SIDMOUTH. VICTORIA HOTEL

Facing the sea. Open all the year. Food you will enjoy. Breakfast in bed. Telephone and Rediffusion radio by your bedside. A warm, attractively furnished room; a superb bed. Service with a smile. Come and be spoilt! Attractive winter terms, no extras. Tel.: 951.

TORQUAY, GRAND HOTEL



Winter wisely in Britain's gentlest climate.

Write O. R. Paul.

Tel.: 25234.

ROYAL TUNBRIDGE WELLS. THE SPA HOTEL

Faces the south and the sun, 400 ft. up in 65 acres of parkland. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL

Stay in warmth and comfort in one of Britain's best-run Country Hotels, only 30 mins. from London's West End. Sporting Golf Course, Tennis, Squash, Bowls, Dancing, Billiards—all free to residents. 60 acres grounds. 150 rooms; self-contained suites. Moderate inclusive terms. Brochure with pleasure. Tel.: Weybridge 1190.

Guinea Grain

A splendid example of Barling genius, that combines comfort and cool smoking. The special mouthpiece and overall light weight provide the comfort; the sturdy, mellow briar bowl keeps your smoke from getting too hot.

Also available in Standard and Sandblast Series

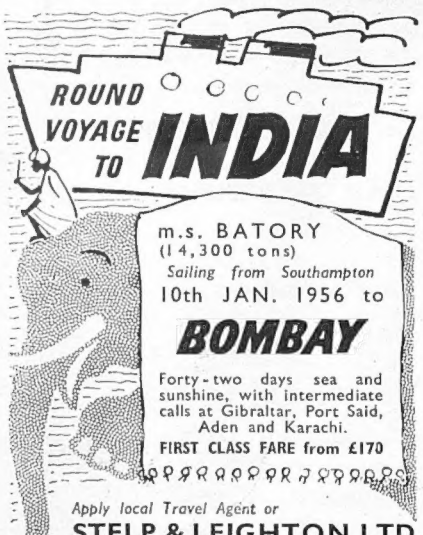
ALWAYS INSIST ON A

Barling

LONDON 1812

PIPEMAKERS IN LONDON SINCE 1812

ROUND VOYAGE TO INDIA



m.s. BATORY
(14,300 tons)
Sailing from Southampton
10th JAN. 1956 to
BOMBAY

Forty-two days sea and sunshine, with intermediate calls at Gibraltar, Port Said, Aden and Karachi.

FIRST CLASS FARE from £170

Apply local Travel Agent or
STELP & LEIGHTON LTD.
9-13 Fenchurch Bldgs., London, E.C.3
Telephone: ROYal 3111
General U.K. Agents: Polish Ocean Lines

EST 1790

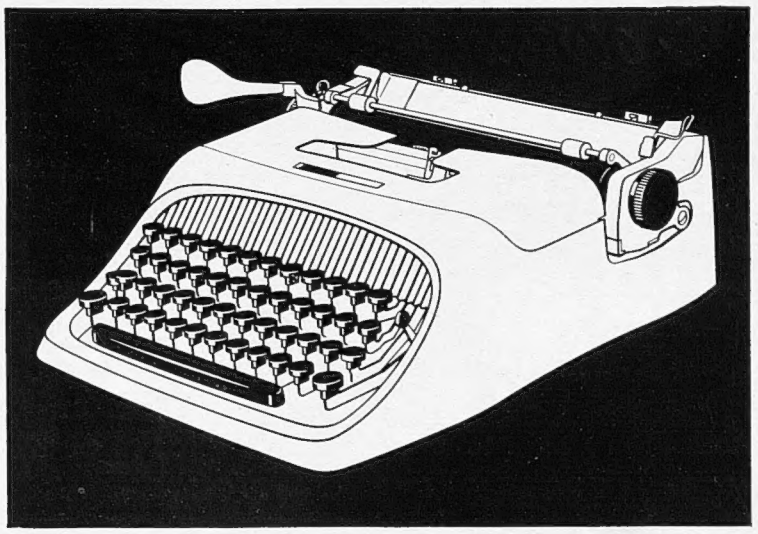
(REGISTERED TRADE MARK)

SANDEMAN SCOTCH WHISKY

The King of Whiskies

SANDEMAN & SONS LTD., EDINBURGH

Every single feature that distinguishes a well-designed and thoroughly up-to-date typewriter is to be found in the Olivetti Studio 44. Built to stand up to the hardest work of the professional man, or the busiest small business, it is strong and sturdy, elegant and compact.



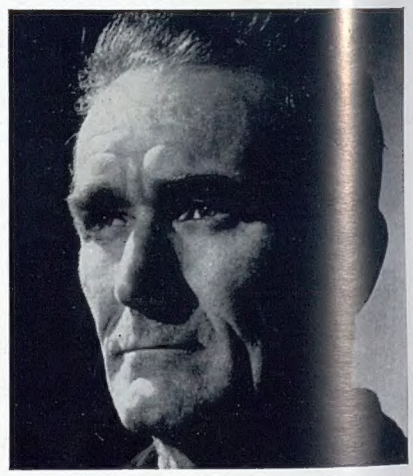
Olivetti Studio 44

86 character keyboard
Full length platen
Carriage on roller bearings
Key-set tabulator
Personal touch tuning
Standard size ribbon spools
Half spacing
Attractive carrying case

British Olivetti Ltd.
10 Berkeley Square - London W. 1
Sales Branches:
London - 32/34 Worship Street, E. C. 2.
Glasgow - 115/207 Summerlee Street, E. 3.
Authorized dealers throughout the country

10

"Lucky car owning a family like this!"



"Mr. Jones looks after his car properly. I know, because he comes to my garage for regular servicing—and particularly brake servicing. He's convinced that a brake check every 2,500 miles may save life—certainly saves money. He says the confidence it gives him makes his motoring more enjoyable, too.

On the few occasions when I have to do a reline job for him, Mr. Jones always looks for the Ferodo Label on the steering wheel. And I make sure it's there! For my long experience in my trade has taught me that Ferodo Anti-Fade Brake Linings are safe, dependable, long and hard wearing. I know their background of careful research and testing—and I've seen them proved on the race track!

That's why I fit them on all my customers' cars . . . and my own, too!"

At the Motor Show see
Ferodo First
at Stand No. 298

FERODO
ANTI-FADE Brake Linings
on most cars at the Motor Show

FERODO LIMITED · CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*

Published Weekly by Illustrated Newspapers, Ltd., Ingram House, 195–198, Strand, London, W C 2, and Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2. Saturday, October 22, 1955. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.